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EAST SIDE MAIN STREET, LOOKING NORTH. SPRING 1879. *See Page* 26.

WEST SIDE MAIN STREET LOOKING NORTH. SPRING 1879. *See Page* 26.

general trade only since 1871, as I believe the terms of relinquishment were not fully complete and made practical until that time.

THE SILKIRK SETTLEMENT.

In 1805, Lord Silkirk, a visionary but kind hearted Scotchman and a member of the H. B. Company, penetrated in his wanderings from the company's forts on Hudson Bay, as far as the valley of the Red River. He was so charmed with the country that he conceived the idea of starting colonies here. In 1811 he succeeded in obtaining a grant of land for that purpose, from the H. B. Company along this river, and in the Autumn of 1812 he reached here via Hudson Bay and Lake Winnipeg with a small party of Highland Scotchmen. They at once commenced building, but were stopped by the H. B. Company's competitors, the Northwest Company, were driven away and obliged to spend the winter in tents at Pembina, some 70 miles south. The following spring they returned and after putting in a crop, which was maturing finely, in September were again driven to Pembina, where they remained the second winter, returning again the next spring. By September 1814 they numbered some two hundred. They built houses and called their settlement Kildonan, after their old Parish, in Scotland. In the spring of 1815, trouble again came upon them. Their storehouses were broken open and robbed; their Governor arrested and sent to Montreal; dissatisfaction became so general, that under the guidance of friendly Indians, they started in June of that year for Lake Winnipeg, intending to return to Scotland; but meeting officers of the H. B. Company, they were induced to return the following spring, under the special care of that company. In 1816 Lord Silkirk accompanied by more emigrants reached the settlement and by his presence and prompt action in arresting some of the aggressive Northwest Company's leaders and sending them to Montreal, restored the colony to peace. The next year he returned to Scotland, but the crops of that year were insufficient and they were obliged

to hunt Buffalo to get through the winter. In 1818 and 1819 their crops were badly damaged by grasshoppers (their first visitation here) and in the winter of 1819 and 1820, a party was obliged to go on snow shoes to the nearest settlement, across Minnesota to Prairie du Chien on the Mississippi river nearly to the north line of Illinois a full thousand miles, for seeds to plant the coming spring. They obtained three Mackinaw boat loads, and on the 15th of April, 1820, started homewards up the Mississippi river to the mouth of the Minnesota river, just above where St. Paul now is, up that river to Big Stone Lake, then across a small portage to Lake Traverse, the source of the Red River and down that stream, reaching Pembina on the 3d of June. This was the beginning of the

COMMERCE WITH THE STATES.

In the following year, 1821, the two great trading Companies amalgamated and peace at last came to those hardy pioneers. I cannot learn that their numbers were much increased by any subsequent emigration. A few Swiss watchmakers came out in 1821, but by 1826 they had mostly left for various points along the Mississippi Valley, in the States. Some opened farms on the present site of St. Paul and also at Fort Snelling, (since built at the juncture of the Minnesota with the Mississippi river) then an unbroken wild, other settlement not coming in there at all until some 20 or 25 years after. The settlement along the Red River increased slowly, by natural growth, by discharged and retiring employes of the two consolidated companies, the coming in of a few emigrants from the States and the settling about them of the half breeds.

In 1851 Gov. Ramsey, who then visited the settlement, found them so abundantly supplied with all the products of their labors, for which they had but a very limited market, that he reported them on his return to St. Paul to be "metaphorically smothering in their own fat." So time passed until the formation of the Canadian Dominion in 1867, and the measures to extinguish the H. B. Company's exclusive administrative and trading privileges in 1868, began to turn attention to this section. But it was not until 1871 or 1872, that emigration began to come here to any extent.

But to resume the historical, I would say, that up to the extinguishment of the H. B. Company's title, Rupert's Land was not a part of Canada, but belonged to the Imperial or English Crown, under the H. B. Company. It was acquired by Canada in 1870, by the arrangements before spoken of; through an agreement with the H. B. Company releasing their proprietary rights and by Imperial Legislation in 1868 authorizing the same. By the terms previously named the bargain between Canada and the H. B. Company with the Imperial Government, Canada made the cash payment and the Imperial Government the necessary legislation to secure the H. B. Company's title to the lands as agreed, by the approval of the Crown. At the time and previous to this transfer, there had been a kind of *local* government in existence, organized over a smaller portion of Rupert's Land than what is now known as Manitoba, which was known as the

COUNCIL OF ASSINEBOIA.

In 1869 the Government of Canada sent Hon. William McDougall out to govern this country, assisted by a Council, but some of the people objecting, Gov. McDougall never entered the Province but returned. Subsequently in the Canadian Parliament of 1870, a portion of Rupert's Land was erected into the Province of Manitoba, with a Representative form of Government. That year Hon. Adam George Archibald was sent out as Lieut. Governor of the Province of Manitoba and the Northwest Territories, being assisted in the government of the latter Territories by an especial advisory Council, nominated for that special purpose by the Queen.

THE DOMINION SENATORS

are the Hon. Marc Amable Girard, a lawyer, a native of the Province of Quebec—born in 1822, came here in 1870, has held and very acceptably filled many of the Provincial and Territorial offices, a gentleman of very genial nature, and fine personal presence—and Hon. John Southerland. Mr. Sutherland is a native of Manitoba. Like his colleague he has held several provincial offices, and having been identified with Manitoba from the first, his selection seems most wise. Both were appointed in 1871.

The members for Manitoba in the Dominion House of Commons, are the Honorables John C. Schultz, Donald A. Smith, Joseph Dubuc and Joseph Ryan. The two first were elected at the first general election in the Province in 1871, and have both been twice re-elected. Mr. Ryan has just been re-elected and Mr. Dubuc, late speaker of the Provincial Parliment, is serving his first term. Mentally they are a strong delegation, a unit in advocating the interests of Manitoba and the Northwest, and though they are small in numbers in comparison with the large delegations in that body from some of the other Provinces, they are untiring workers, and Manitoba's influence in the House, is not by any means in proportion to the number of her representatives. They are men not only familiar with the capacities and wants of this section, but fully comprehend its vast opportunities and wonderful future.

THE LOCAL LEGISLATURE

originally consisted of two branches. The Legislative Assembly (elective) of twenty-four members, and the Legislative Council (nominative) of seven members. In 1876 the latter council was abolished. In 1872 Gov. Archibald retired and was succeeded by Hon. Alexander Morris (under whose administration the Province became thoroughly pacified and most of the present seven Indian treaties were made, by which the Indian title to Manitoba and most of the Northwest territory was peacefully and satisfactorally extinguished and the Province entered upon its new life and development) who was in December 1877, his full term having expired, succeeded by

HON. LIEUT. COL. JOSEPH EDOUARD CAUCHON,

who was born in the city of Quebec in 1816. A descendant of one of the oldest families of that Province, for many years he was an editor of marked ability and author of several standard works. He has been in continuous public life for nearly thirty years and was Dominion Minister of Internal Revenue and President of the Queens Privy Council for the Dominion of Canada at the time of his appointment. His present

EXECUTIVE COUNCIL

was formed in January, 1879. It consists of Hon. John Norquay, Premier and Provincial treasurer, Hon. Joseph Royal, Minister of Public Works; Hon. C. P. Brown, Provincial secretary; Hon. D. M. Walker, Attorney General and Hon. Pierre Delorme, Minister of Agriculture.

HON. MR. NORQUAY,

the Premier and Provincial treasurer, is a native of the Province; was educated at St. Johns College, where he took a scholarship, has been a member of the executive council, with but a short intermission, since its formation in 1871, having also held the position of member of the board of health and board of educational, also minister of public works and board of agriculture. He is a quiet, decided man of a naturally strong, active mind, which is ever kept under control and guided with perfect coolness. His recent elevation to the Premiership is a most graceful acknowledgement on the part of the new comers to the Province of the integrity, energy and ability of one of the old residents, to the manor born.

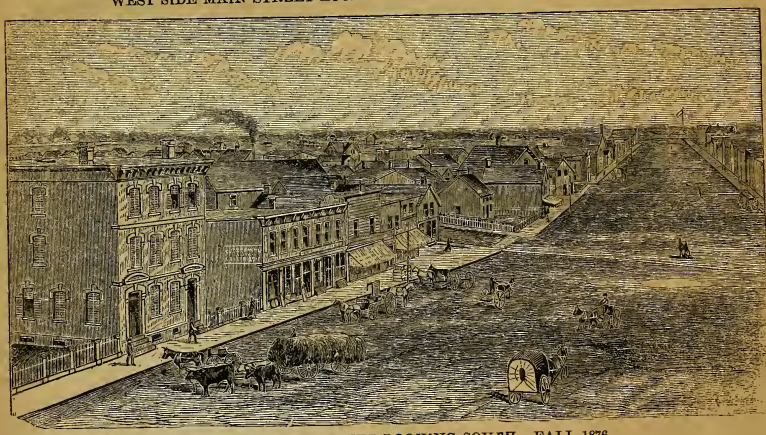
HON. MR. ROYAL,

Minister of Public Works, was Provincial Secretary and Attorney General in the late Davis ministry. Mr. Royal is from the Province of Quebec, was called to the bar of Lower Canada in 1864, and of Manitoba in 1871. As a lawyer he has been engaged as advocate in many notable and important cases. His university, and particularly his legal education, were obtained under unusually favorable opportunities. He was a prominent writer for many years on the French Canadian newspaper and periodical press, and has filled an editorial chair almost uninterruptedly since 1857, which has so quickened his perceptive faculties—naturally great—that he is enabled to obtain and retain, that place of high esteem among his associates and people of the Province, which is always accorded educated intellect, when guided and influenced by that broadness and comprehensiveness that enable its possessor to overcome life's natural, as well as active obstacles and vexations, bringing out of the contest a mind, "with malice towards none, with charity for all."

HON. MR. BROWN,

the Provincial secretary, descended from an U. E. Loyalists family which settled in New Brunswick at the close of the Revolutionary War. He came to this Province about seven or eight years ago, and was member of the Provincial Legislative Assembly for the past four years. Perhaps no person is more familiar with the real wants of this country than Mr. Brown, whose duties before he entered Parliament as a Dominion Land Surveyor gave him superior advantages in gaining a perfect knowledge of a country in whose development he is now called to take so active a part. Before entering the ministry, although but a young man, he was the author of several important measures, prominent among them being a re-division of the Province into counties and based thereon a general municipal law, to the carrying out of which, in his new sphere he is applying himself most energetically. Mr. Brown's standing, popularity and enterprise are fully recognized, he being the only minister

WEST SIDE MAIN STREET LOOKING SOUTH. SPRING 1879. *See page* 26.



EAST SIDE MAIN STREET LOOKING SOUTH. FALL 1876.

of his party who was elected by acclamation at the recent general election.

HON. MR. WALKER,

the Attorney General, is a native of Ontario, came to Manitoba with the first Red River expedition in 1870, under the command of Sir Garnet Woolsey, as Lieutenant in the first Ontario Rifles, was called to the bar of Ontario in 1861 and to the bar of Manitoba in 1871. He was appointed Crown Counsel for Manitoba in 1875 and conducted the Crown business in the Courts of the Province from that time until his acceptance of office in the present government. That first expedition, seldom heard of because it was fortunately bloodless, made one of the hardest marches in modern times, in overcoming all the wild obtacles of swamps, lakes, rivers and forests in the 410 miles between Thunder Bay, Lake Superior and Winnipeg. The prominent positions in which one finds its former members all over the Province, and especially in Winnipeg, shows that they have within them the stuff that heroes are made of. The appointment of Mr. Walker to one of the highest provincial positions, not only is an additional proof of this, but must be very pleasing to his old time comrades.

HON. MR. DELORME,

Minister of Agriculture, is a native of Manitoba, a gentleman well known throughout the Province, and the largest native farmer in the Red River Valley. His fine farm and roomy hospitable home 16 miles south of Winnipeg, are ample proof that this important government portfolio is in the hands of no theorist, but rather one whose whole life and works show that he fully understands and appreciates this great industry which underlies the prosperity of this Province, especially, when taken in connection with this fact; that the ministry is in harmony with the present Dominion Government.

THE SPEAKER

of the present Provincial Parliament, J. W. Sifton, Esq., having been connected with the construction of the Canadian Pacific Railway from the beginning of work thereon, being the first contractor to break ground both on the Thunder Bay (Lake Superior) and Red River ends, will fortunately be of great advantage to the present Provincial Government, by aiding them in judicious legislation; by means

of his great practical experience in wisely guiding the future railway policy of the Province upon which so much depends.

CIVIC ORGANIZATION.

Immediately upon the extinguishment of the H. B. Company's title, the Canadian government, to effect a civil organization for that part of this immense area of some 1,000,000 square miles lying west from the boundary of the Province of Ontario, and going west along the northern boundary line of the United States to British Columbia, in longitude 120 west of Greenwich, thence north to the Arctic Ocean, has for the purpose of organizing a Dominion governmental supervision, been divided into

THREE DEPARTMENTS.

The oldest and smallest of these is the Province of Manitoba, the merest fraction of this great space—only some 14,340 square miles—being about 120 miles east and west, by 100 miles north and south. Then comes the district of

KEEWATIN,

which extends from the western boundaries of Ontario, above mentioned, up to the eastern boundary of Manitoba and along to the north of it to the one hundredth parallel of longitude (west of Greenwich) and north to the Arctic. This region was made a district in '76, with the present governor of Manitoba as ex-officio governor. As yet it has no located seat of government, but its governmental business is transacted at Winnipeg. This is a region of

LAKES, FORESTS AND MINERALS,

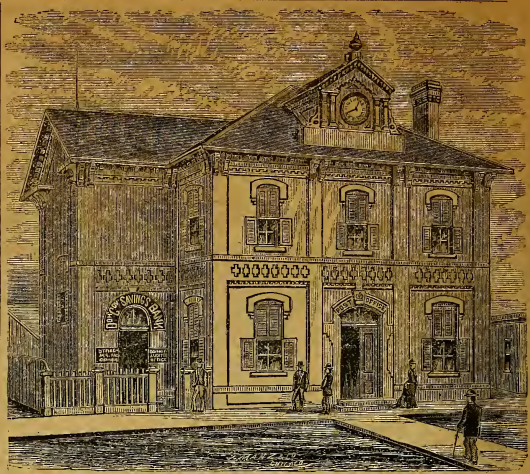
with but little prairie or table lands. All the rest of this great section lying west of Keewatin and Manitoba, and extending west to the eastern boundary of British Columbia, is embraced in the

NORTHWEST TERRITORY,

in which a government was organized in 1876, with Hon. David Laird as Lieut. Governor. He, with his council, reside at the new seat of government at Battleford, which is charmingly located at the junction of Battle River with the north branch of the Saskatchewan. Here some twenty government buildings are erected besides, of course, many buildings belonging to private individuals, stores, dwellings, etc. Branches of the different church missionary establishments will be established there. Fort Pelly is the headquarters of the territorial mounted police, a very efficient semi-military organization, that are stationed at different posts along the national boundary and through the various Indian tribes along the frontier. The country embraced in this territory may be truthfully called the

REGION OF PERFECTION.

With a pure atmosphere, a genial, healthful climate of early springtimes and soft, hazy autumns; with dry and steady winters and light snow falls; with streams and springs of the purest water; with no malaria, because there is nothing to develope it. The earth, sky, water and altitude are all conservatory of health, insuring new comers, from distant lands even, against the acclimating sickness attendant upon their coming into more southern and less perfectly situated sections, while here in this health-giving air—summer



POST OFFICE AND DOMINION GOVERNMENT SAVINGS BANK.

or winter—their strength continues and improves, from their arrival.

This great territory is also

THE LAND OF MAGNIFICENT PRAIRIES

and great rivers, with fine navigation from the eastern almost to the further western and northwestern boundaries, by the Saskatchewan which with the Peace, Athabasca and McKensie, whose navigable waters, running through the northwest and center to the western Arctic, furnish ready routes of transportation. Two steamers are now running on the Saskatchewan and another one is on the way for the Athabasca. These boats of course are but the pioneers, the half-awakening dreams, preceding a soon coming, actual fleet that will traverse these rivers. With the already finished telegraph line across it, and officially located and soon-to-be built railway, civilization—already there in a measure—will soon enter more largely, being already supplied with every modern means of communication and transit into this

GREAT NATURAL GARDEN,

with great forest tracts along its eastern, western and northern borders and another great belt through almost its centre, between the Saskatchewan and Athabasca; while a liberal growth of timber skirts the scores of lesser streams, with valleys of proportionate and even greater beauty and fertility. There are

GREAT COAL FIELDS

also in this Territory. Explorations have shown that north of the 59th parallel there are fully 500,000 square miles underlaid by true coal, while on the north and south branches of the Saskatchewan, Battle River, Red, Deer and other streams in its middle and southern part, are extensive deposits of coal in strata of from two and a half to twelve feet thick.

GOLD AND IRON,

and other mineral deposits of great extent and richness, are also known to exist there. The richness of the gold fields along the eastern as well as western part of the Rocky Mountains, from latitude 50 to 55, is well established and long known.

THE INDIAN TITLE,

or claims to all this section, as has been before mentioned, have all been satisfactorily purchased or settled. The uniform good faith kept by the British and Canadian governments in all of their treaties with the Indians has been as honorably maintained by these forest children, and I have yet to learn of the first instance of their ever committing any outrage upon peaceably disposed persons. On the contrary, their record of kindness and assistance to suffering white men is large and instances numerous. These treaties were made with the Indians in this section in 1871, '72, '73, '74, '75 '76, and '77, are known as treaties one to seven, respectively, and were mostly made under Governor Morris.

CLIMATIC.

In view of the statements already made and the facts that follow concerning this

GREAT FERTILE BELT

that comes sweeping down through this great section and Province, and south into the States, as will be shown hereafter, I deem it best that the reasons should be given right there, why this so-called belt should continue, as it already has become—nearly up to the boundary line—the great highway along which the homes, farms, towns and cities will stretch continuously across the continent; and to further explain, what may cause debate or be condemned without examination, this *actual fact* wants to be borne in mind. It is that the great

MIDDLE BELT OR ZONE

in which is found most of the intellect, and that crowning result of the high-

est civilization, *progress*, does not follow the

LINES OF LATITUDE.

For, starting in Europe, we find it between the 45th and 60th parallel, in which is embraced most of France, all of England, Ireland, Scotland, Belgium, Holland, Germany, Denmark, the southern part of Sweden and Norway, etc. That the same climate, in crossing the Atlantic, drops from the 60th degree as a north line, to—at a *very liberal* estimate—as low as the 45th in America, which line would take in the most, if not all of Nova Scotia or Maine, the same line forming the north boundary of New Hampshire, Vermont and New York, while the southern limit, would at least go as far south as the 35th parallel, which is the northern boundary line of North Carolina, and I think it should go even to the 30th. But these boundaries do not hold good from the Atlantic to the valley of the Mississippi river even, the north line—particularly in winter—falling nearly south of the lakes. But, after passing the great lakes, the same climate rises rapidly to the northwest until at the Pacific coast it is fully the same as in Europe, viz: 45th and 60th parallel. The causes of these deflections are simple and natural, when properly understood. First the strong Arctic currents that flow south along both coasts of Greenland, composed of the icy waters of that great frigid sea around the North Pole, bearing in them those mighty masses of ice, called icebergs or mountains, down past the coast of Labrador, and so along until this current meets the warm water of the gulf stream on the banks of Newfoundland—which here turn the waters of that tropical stream to the northeast, causing it to pass near to the shores of Ireland and east of Iceland—and so on until its force and warmth are lost in the freezing waters of Nova Zembla. The waters of this Greenlandic current are in turn deflected and thrown to the right along the eastern shores of the Dominion and the New England States of the Union. But those great masses of ice do not easily lose their momentum, but go on into the Gulf stream and across it into mid-ocean until they are crumbled away by the mild air and the heavy seas of the Atlantic. The European coast has no such Arctic current, or at least none of such magnitude.

The Pacific Ocean has no Arctic current, but the great Japanese stream sweeping its mighty current, four times the size of the Gulf stream north from the Equator, past the Chinese and Japanese coasts, on out into the Pacific until in its northward course, it reaches the curved line of the Aleutian Islands that stretch away out from our Russian purchase of Alaska, nearly across to the Asiatic coast, off Kamskatka, causes this mighty Oceanic river, with its rapid current of four miles per hour and its accompanying trade winds, to deflect to the east, striking the Pacific coast of this continent to the north of the 60th parallel of latitude, while the low altitude and narrower area (from east to west) of the ranges of mountains allow these

WARM TRADE WINDS

to come over into the valleys of the Peace, Athabaska, Saskatchewan and Red rivers, with an elevation of less than *one third* of that of the United States, directly south along the line of the present great Union and Central Pacific Railway. And it further explains the fact, well known to all residents here, that spring comes to Manitoba from the northwest, and why cool weather in the fall is earlier in that Province than in the above named valleys.

The report of the United States weather office at Pembina, in the U. S. on or near the Canadian and United States boundary line, and the Canadian weather office at Winnipeg, continued through a number of years, show that the point of the greatest degree of cold in this section of the Northwest, is at or near the boundary line; it being milder north—even at Winnipeg—as well as south from the boundary.

Again, about in a north line from the Eastern part of the State of Ohio, or Collingwood, Ontario, the cold waters of the frozen Arctic Sea come down into the country through Hudson's Bay as far south as latitude 51, while the north line of Minnesota is only 49. It is from this cause, doubtless, that the cold northerly winds of winter cause the depression of the thermal line south of the great lakes in those months, and that the warm

TRADE WINDS OF THE PACIFIC

which come down through the river valleys heretofore named, do not go easterly, near the Atlantic coast, but deflect southwardly into the States.

Once more we find as we go westward over the present railway from Chicago to San Francisco, Cal., that there is a gradual rise in the surface of the country after passing the Mississippi river towards the Pacific, until in the western part of Nebraska it reaches an altitude of 8,960 feet, (a point several hundred feet higher than the highest point on the Canadian Pacific Railway). A short distance beyond the Rocky Mountains proper, begins, and for the next 1200 miles,

FOUR GREAT RANGES OF MOUNTAINS

have to be crossed by the present Union and Central Pacific Railway, at elevations of 8,242 feet, 7,835 feet, 6,118 feet, 7,017 feet respectively, going west. Now, as it is well known that altitude is equivalent to latitude, it is easy to be seen why the great middle zone of temperature does not run with the latitude across the Atlantic and across the States to the Western Ocean. It is because it can't.

The Arctic currents, constantly flowing from an eternity of ice in the one case, and the four great ranges of mountains of immense height (many constantly snow-capped, for the altitudes above given are merely those of the passes through them) and their great extent east and west, in the other case, proves the popularly believed theory of wise emigration, "keep in your native latitude," to be incorrect.

Of course, here and there, between these mountain ranges, are warmer valleys, but these grand and mighty formations of the Divine Architect, act as so many condensers of the clouds and moist winds passing over them, particularly when there is added a fifth wall of mountains skirting the immediate coast of the Pacific, called the Coast Range. Whatever moisture there is in the breezes from that mighty ocean of rest, well called the Pacific, is completely taken out of them before they get any distance in the interior. Besides, it is well known, that in the State of California itself, it never rains from May to November, hence, these causes account for the entire absence of large (or for that matter, small) rivers, with bordering fertile valleys like those in the northwest, and for the land out of the immediate mountain ranges being dry, arid, alkali plains, like those of the Humboldt, a stream which, as most of them do, loses itself in the sand. They also account for the fact that, where cultivation is carried on, it is only maintained by irrigation from small streams just from the mountains.

But enough on this section, and to again return to the Japanese stream. I said there was no Arctic current in the Pacific. The cause of this is, that the *whole* of the Japanese stream does not come to our western coast, but a portion of it that flows beyond the Aleutian Islands, keeps on in its course as laid down by the Almighty, and being gathered into a narrowed and stronger current by the converging of the coast of the large bay, opening southward to receive it, pours through Behring Straits in great volume into the Arctic Ocean. This keeps the western part of that sea so open and is the reason why no icebergs are seen off our western coast; it also doubtless has its influence in moving out that merciless stream of cold into the Atlantic. Perhaps this very injected warm current accounts for the fact that ice in that dismal section does not increase from year to year, keeping us in constant fear of another great

GLACIERCAL DELUGE.

If, in giving so much space to these simply *climatic facts*, I have tired the ADVERTISER'S readers, I would in extenuation but simply say, that I do so honestly believing them worthy of their perusal. They also explain, perhaps many of the seeming self-evident absurdities, that various writers and persons have given in stating *truthful facts* of

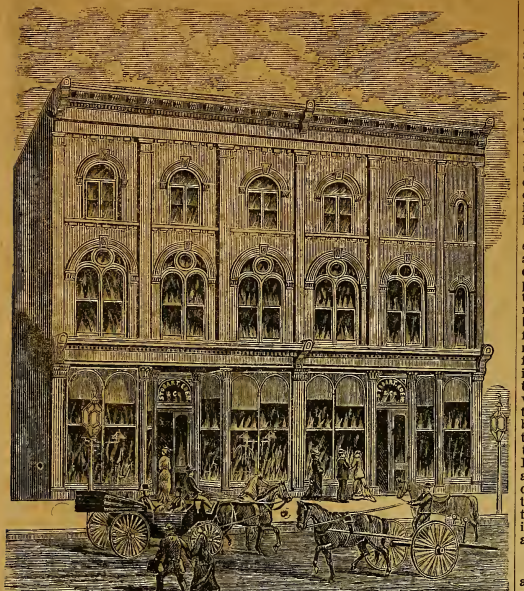
THE NEW NORTHWEST.

For the information of the ADVERTISER'S readers in the United States, as well as elsewhere, a few words on the

CANADIAN FORM OF GOVERNMENT

may be of interest. The Confederation, as formed at present, consists of the Provinces of Ontario (formerly Upper Canada), Quebec (formerly lower Canada), New Brunswick, Nova Scotia, Manitoba, British Columbia, Prince Edwards Island, the Northwest Territory—just organized—and Territory of Keewatin, unorganized; the latter being as yet under the charge of the governor of Manitoba.

The Confederation was formed in 1867 by the union of the first four named provinces, Manitoba entering in 1870, British Columbia in 1871, Prince Edward's Island in 1873. Newfoundland is the only province that is still out of the Union, which is known as the Dominion of Canada, at the head of which is the Governor General, who is appointed by the Queen for five years, at a salary fixed by the Dominion itself, of $50,000 per annum. The senators, who at present number eighty-one, hold their office for life. At the time of the formation of the confederation their number was seventy-two, they being appointed by the Queen direct. Subsequent additions and vacancies since occurring are filled by nominations made by the Governor General and Council, which nominations are confirmed by the Queen, who issues their commissions to them direct. Vacancies may occur by death, resignation, absence for two consecutive ses-



STOBART, EDEN & CO.'S BLOCK. *See Page 27.*

sions, bankruptcy or conviction of infamous crimes.

THE HOUSE OF COMMONS

now consists of about two hundred members. They are elected by the people, on a basis of population and are chosen for five years. Residence is not a requisite for a candidate in the district in which he may choose to "stand," but he may represent a district other than the one in which he resides.

Associated with the Governor General is a cabinet or ministry of thirteen members, known as the

QUEEN'S PRIVY COUNCIL, FOR CANADA,

who hold the portfolios of the different departments under the title of ministers of customs, interior, etc. The formation of this cabinet is made by the Governor General asking the recognized leader (in the House) of the political party in majority, to confer with him in naming the members of the cabinet, which selections are made both from the Senate and House, with a majority from the latter body. The Members of the House, so named, if they accept, at once resign and again go before the people of their own or any other House constituency that may be vacant if they so desire, for re-election to the House; when if re-elected, they take their place in the cabinet. This is done to assure a full accord between the ministry and the people. If the member so named fails of re-election, he is out of both house and cabinet, but he is not debarred from running again for the house only. If any of the originally named members fail in their re election, another is named until the number is complete. The senators, being for life, do not require re-election, neither do they lose their seats in any event. The member of the House originally called by the Governor General to aid in forming the council, is called the Premier, or in the Dominion government

THE PRIME MINISTER,

and the government so formed is usually known by his name. As in the case of the present Prime Minister, Rt. Hon. Sir John A. McDonald, the government is called the

M'DONALD GOVERNMENT.

When the organization is completed, the Queen issues their commissions to them as Her councillors. To these ministers is generally accorded the privilege of making appointments to fill any vacancies in the home or head department among their immediate deputies or clerks, or in any of the Dominion offices in any of the Provinces; though the Governor General is responsible for all such officers and has a right to name them. Still he usually waives the right and confirms the appointments of his ministers. The courtesy of naming the candidates for any of the Provincial vacancies is usually accorded by the minister of whatever department it may be in, to the member of that Province whose politics is in accord with that of the ministry. Such subordinate appointments both in the head departments as well as in the Provinces being

MADE FOR LIFE,

or during good behavior. The recipient is supposed to thereafter keep himself clear of all political questions, either by his vote or otherwise; they being expected to know only their official duties and to make their future reputation or advancement by their efficiency and courtesy. For, though the ministry and political party under which they were appointed, may lose position and power, it does not effect them, the same holding good with the deputies, etc., in the department home office in Ottawa. Changes in the ministry put out of position only the ministers themselves.

But to resume. The Governor General has the privilege of calling upon any of his ministers to resign, and of calling another member to such department, or he may dissolve the entire cabinet. All measures for parliamentary action are usually introduced by the minister of the department from which it would be proper to emanate, and whenever the government fails of support in the House in any of its measures, it is usually expected they will resign; or if a direct vote of want of confidence in them is given by the House—which is usually followed by a petition to the Governor General to name a new Premier who is usually the leader of the opposition in the House—upon such a vote the Premier and Council so defeated resign their commissions, which are accepted, and the new Premier and Council take their places; those from the House going before the people for re-election as at first.

THE PROVINCIAL GOVERNORS

are appointed by the Governor General and Council, with the approval of the Queen, with the title of Lieutenant Governor, such appointment being for five years. In the Provincial Parliaments there are no senators, the body being composed of the Legislative Council, appointed by the Lieut. Governor and his Council for life, and the Legislative Assembly elected for four years. The Lieut. Governor names a Premier, who selects with the Governor, a cabinet which is called the Executive Council; it being selected and governed by the same rules as the Privy Council in the Dominion government. Subordinate provincial officers are for life, the same as in the Dominion. Three of the provinces have done away with the nominative body or legislative council and have only one, the elective or legislative assembly. This body with the executive council, performs the provincial governmental functions. The provinces having only the one are Ontario, Manitoba and British Columbia.

The Dominion of Canada does not pay one cent of tribute or taxes to the English or home government, in any way whatever. On the contrary she charges her just the same customs tariff on her merchandise, etc., coming into Canada, as upon that coming from the United States or any other country. Again, all the public lands in British America (which has a much larger area than the United States) belong to the Dominion, and not to England. Canada has also its own system of internal revenue. In fact, her resources are the same as the National Government of the United States. There are no British troops in the Dominion, her forts being garrisoned by her own soldiers under her own control, though, as aforesaid, some of her governmental officers are nominaly understood as be-

ing named by the Queen; she seems to waive that right with the single exception of the Governor General; and even in his case, she would not name or retain any one that was obnoxious to them. All commissions and legal documents emanating from and under the Dominion, acknowledge Her Majesty's sovereignty, and light as her legal hold upon them seems, I very much doubt if in England even, she has more really loyal subjects than are the Canadians to-day.

VOTING IN CANADA,

for members of Parliament, etc,, is free to all (but Indians) except a small property qualification, which amount may vary some in the different provinces, though I cannot say that it is not uniform. But this limitation, small as it may be, is a most wonderful safeguard of that greatest of political privileges, the ballot.

If these hurried

POLITICAL NOTES

are given with sufficient clearness, our many readers may be able to better judge which of the two governments, that of Canada or the United States, is really the best and freest, and which contains the elements of the greatest present and future strength. They, perhaps, may be able to decide whether we cannot embody in our own governmental machinery some good things from even so young a government as that of Canada.

MANITOBA.

On the eastern limit, or more properly speaking, the southeastern corner of this great prairie tract of more than one thousand miles in extent, spoken of in Mr. Grant's "Ocean to Ocean," is the location of this little province, with an area of only some 14,340 square miles, being about 120 miles from east to west, by 100 miles north and south, and containing about 10,000,00 acres. Coming just within her eastern borders is that

VAST FOREST REGION,

that extends away eastwardly through the older provinces to the Atlantic, while coming in from the south is that great prairie country from the United States, or which more properly speaking, stretches away from the waters of the Peace River through Manitoba, south through Minnesota, Dakota, Iowa, Illinois, Missouri, Kansas, the Indian Territory and Texas, to the Gulf of Mexico, more than two thousand miles from the southern boundary of Manitoba. In this latter prairie tract, away on the south line of the State of Minnesota, rises the Red River, which, running almost due north of the States into and across this province, empties into Lake Winnipeg, some forty miles north of its capital city of Winnipeg. As this stream pursues its course northward through this great prairie, its valley widens from a few miles to fully 40 miles on the west to the Pembina Mountains, and 50 miles east, but the eastern forest section gradually begins to close in shortly after the river enters the province, in a circular line, until it comes up to and crosses the river about 20 miles above its mouth. Along its western bank, after entering the province, are scattered belts of timber with some on its western tributaries; but its eastern bank is generally lined with a timber belt of fully one mile in width, while streams coming in from the east are both more numerous and larger, with correspondingly heavy borderings of forest. The Red River in crossing Manitoba, leaves about one-third of the province to the east. This river empties into Lake Winnipeg through four channels or months; the first, or more easterly being the best. All of its channels or mouths run through a large tract of grassy marsh, extending some nine miles north and south, and 15 miles east and west, along the head of this great lake some three hundred miles long. A little more than half way from the south to the northern provincial boundaries the

ASSINNEBOINE

empties into the Red from the west. Following up the Assinneboine its general course through the Province to its Western limit is to the west, thus dividing the Western two-thirds of the Province into nearly two equal parts. Near the northwest corner of the Province comes in a high plateau called the Riding Mountains, which run in a southeast course until broken by the broad valley of the Assinneboine, here some fifty miles wide the river flowing nearly through the middle of this valley. To the south of this valley this same plateau attaining an elevation of some two or three hundred feet again rises, running in the same general course but is known as the

PEMBINA MOUNTAINS

which extend on out of the Province into the States, thus dividing the western portion of the Province into two parts, that laying to the east being generally the level prairie of the Red and Assinneboine valleys proper, while to the west it is higher and more rolling. Along the northern boundary line near the northeast corner the waters of

LAKE WINNIPEG

come down into the Province some fifteen miles. This lake is some 300 miles long from the mouth of the Red river to its outlet into the Hudsons Bay, near Norway House, through the River Nelson. Its course is directly north. Following along this same northern boundary line some forty miles from the western shore of Lake Winnipeg,

LAKE MANITOBA

comes down into the Province some 25 miles. It runs north some 120 miles when it is terminated by a marshy section through which runs a narrow channel a mile or two into

LAKE WINNEPEGOSIS.

This lake runs north another 120 miles, having an outlet through a small lake called Cedar Lake, which is really an enlargement of the Saskatchewan, a short distance above its mouth, and so the waters of these two lakes really flow into Lake Winnipeg through the channel or mouth of that river. Together these two lakes are two hundred and twenty miles from north to south with many beautiful bays and smaller connecting lakes. The greatest breadth of Lake Manitoba is twenty-four miles and of Lake Winnepegosis, twenty miles. Uninterrupted navigation is obtainable between these two lakes. Some twenty five miles down the eastern shore of Lake Winnipeg at Fort Alexander the

WINNIPEG RIVER

enters the lake. This is a large stream, it being the outlet of Rainy Lake, Lake of the Woods, in fact the entire country nearly through to Thunder Bay on Lake Superior and embraces in its basin the greatest watered portion of the entire continent save only that of the great lakes themselves. Its scenery is grand and picturesque. It is a stream of cascades and waterfalls, falling during its course of 125 to 150 miles from the Lake of the Woods nearly 500 feet. This river with the lakes and streams connected with it was the highway or water way over which those hardy French Canadian voyagers for more than 100 years carried on their traffic between the waters of Lake Superior and their trading posts on the Red, Saskatchewan and other streams to the west and south through to the Pacific. They form to-day a part of the

DAWSON ROUTE

which begins at Thunder Bay going west over the same series of small lakes and streams to the west shore of the Lake of the Woods, where instead of continuing down Winnipeg River, up the lake and up Red River, it leaves the Lake of the Woods and by wagon road goes direct to Winnipeg or Ft. Garry, 125 miles distant. On this route to-day eleven small steamers take the place of the batteaux of those early voyagers in the waters between the different portages, while good connecting roads have been built where necessary. This route was opened through by the Canadian government in 1870 and has since been kept in operation by the government, open to travel and transportation generally. Though 'tis perhaps but natural to expect, it never has become a much patronized route, as against continuing on Lake Superior to Duluth, the Northern Pacific and St. Paul & Pacific to Winnipeg. Still the opportunity has existed and at low rates fixed by the Canadian government, which is to-day expending large amounts in building locks in Rainy River for steamers to still further improve it. Again, through this same section the Canadian Pacific Railway has its line located and most of it under contract, with some 225 miles graded and the iron down at least 190 miles of it, while at Thunder Bay and Winnipeg is piled up the steel rails, fish plates, bolts and spikes enough for the entire distance. So that soon the whistle of the locomotive will be heard through those wilds that for the last 150 years knew only the songs and shouts of the "Coureurs Des Bois."

But returning to Manitoba again, I would say, that between Lake Winnipeg, Manitoba and Winnepegosis, the country is generally a forest, as it is generally around the shores of all these lakes, also along the streams entering into them. Along the Assinneboine are heavy timber belts, especially on its south bank which, with that along the Red, already spoken of, and the generally timbered uplands of the Riding and Pembina mountains, need only protection against prairie fires to increase it largely; while coal is known to exist in the Riding and Pembina mountains. So it will be seen that the

WOOD AND WATER SUPPLY

is ample for all present and future wants of the Province—while as yet Manitoba is drawing but little on her own fuel resources as most at present is rafted down the Red river from the States.

THE SOIL

of the Province being mainly of the rich black alluvium of the Red and Assinneboine Valleys, from four to eight and even twelve feet deep, is unsurpassed in fertility even by that of the famouf Valley of the Nile, while that of its gentls uplands is of a quick rich loam.

In fact, I do not believe there is a single acre of poor land in this Province.

THE PRODUCTIONS,

of this country are large and varied enough to show that it possesses unusual wealth of soil. From the returns of last years crops the following showing was reached, although lessened by various cause, from that of previous years, some of which were local and some general, but mostly peculiar to that year. Among these were the very heavy rains that caught the wheat just as it was ripening. The following yields per acre was the showing made as above named: Wheat from 25 to 35 bushels, average 32½ bu.; Barley 40 to 45, average 42½ bu.; Oats 40 to 60, average 51 bu.; Peas 25 to 35, average 32½ bu.; Potatoes average 229 bu.; Turnips 662 bu.

Though these reports may all be true, I am satisfied that on wheat at least, they are too high for a full average of the Province, for they had very bad weather for their wheat harvest, and from a general inquiry made personally, I judge 20 bushels as nearer a Provincial wheat average, though I have nothing tending to reduce the average of the other grains and deem that they may be correct, as they mature rather earlier than wheat. The rest average I predict rather under than over the usual yield. Aside from the above enumerations, individual cases are not rare in this same section of wheat yielding 60 bushels from one bushel of seed; 100 bushels of oats to the acre have also been raised, and barley as high as 60 bushels, weighing from 50 to 55 pounds to the bushel. This I am ready to believe, for all of these grains are of great weight. Potatoes have yielded as high as 600 bushels to the acre and of a quality unsurpassed, as are all the root crops. Turnips have yielded as high as 1000 bushels per acre, 500 to 700 being quite common. Corn does very well here though not made much of a crop. Flax and hemp do well here, but there being as yet no market, either for home use or export, owing to present high freights, but little is raised.

TAME GRASSES

do splendidly, particularly timothy and herdsgrass, though the native grass is good enough, either for feeding or lawn purposes. In fact the light autumn rains do not soak out the nutritive properties of the native grass, and in winter the cattle will turn from the hay ricks to eat the naturally ripened grass underneath the light snow-falls of this section. Cabbages grow to an enormous size and mature quickly, so do cauliflower and celery; the latter being large, white and fine-flavored. Cucumbers, onions and rhubarb attain great perfection and yield. Lettuce grows with a crispness unsurpassed. Melons and tomatoes do well, particularly the latter. Wild hops grow in profusion about the lakes and streams, are in general use among the settlers and have also been successfully used by the local brewers. But of the products of the soil

WHEAT IS KING.

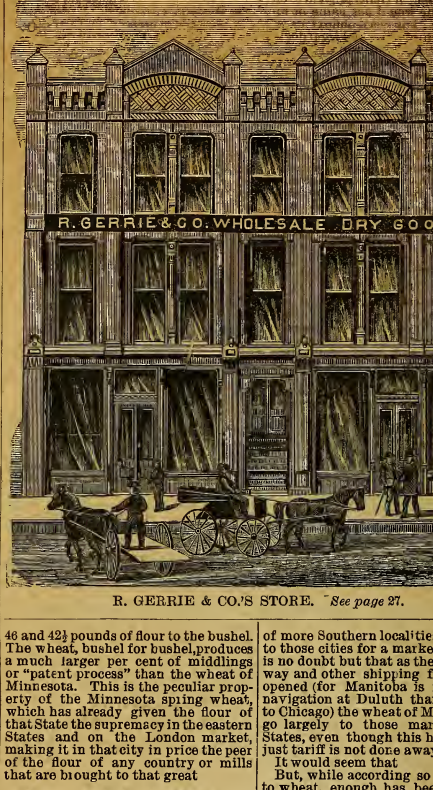
The amount raised in the Province last year was about 1,100,000 bushels, of a general average of 63 pounds to the bushel, while large fields were raised in which the average weight was even more than this. One field had a straight average of 68 pounds to the bushel and another field of 2,000 bushels averaged 66 pounds, producing 46 and 42½ pounds of flour to the bushel. The wheat, bushel for bushel, produces a much larger per cent of middlings or "patent process" than the wheat of Minnesota. This is the peculiar property of the Minnesota spring wheat, which has already given the flour of that State the supremacy in the eastern States and on the London market, making it in that city in price the peer of the flour of any country or mills that are brought to that great

CENTRAL MARKET OF THE WORLD.

Large as was the amount produced last year, considering the agricultural age and high priced export facilities, save to the surrounding and newer portions west, it is enough to supply the home demand, as well as considerable for seed and shipment; but the increased acreage and present flee prospects go to show a large increase over last years products. The same may be said of other crops. Though only a few small shipments of wheat and flour have yet been made to the Canadian markets from Manitoba, still they have been sufficient to give established quotations over the wheat from any other section and they will readily take any surplus this Province may have in the coming years. Though it is seemingly cut off from the markets of the States, by the foolish tariff put on by the United States of 20 cents per bu., gold, still its great weight and superiority have attracted the attention of the Chicago and Milwaukee wheat dealers to "grade up" the poorer wheat of more Southern localities that comes to those cities for a market. So there is no doubt but that as the proper railway and other shipping facilities are opened (for Manitoba is nearer lake navigation at Duluth than Kansas is to Chicago) the wheat of Manitoba will go largely to those markets in the States, even though this high and unjust tariff is not done away with.

It would seem that

But, while according so much space to wheat, enough has been given to show that



R. GERRIE & CO.'S STORE. *See page 27.*

MIXED FARMING

is fully remunerative, that all kinds of cereals are sure, while vegetables yield almost fabulously and of unsurpassed excellence. Data enough have been given and are easily attainable to show that one need not fear to plant in this generous soil *any cereal or vegetable crop, as the general success is undoubted.* There is no section where grains of *all kinds* yield so bountifully, and the crops, year after year, so *uniformly full.* Herein lies the great

SECRET OF SUCCESSFUL HUSBANDRY.

Profitable amounts raised every year. The crop products heretofore spoken of have been those raised in Manitoba, but this fact wants to be borne in mind: that the further westward you go up the valley of the Saskatchewan, the earlier are the springs and longer the seasons. Settlements that have already gone in that section sustain this assertion, while the productive-

ness of the soil there is unquestioned. It is a question if

STOCK RAISING

is not as legitimate a farming crop as cereals and not a special branch as many seem to think. It is the uniform record of all the grasshopper stricken sections in the newer parts of the west that those farmers who were possessed of a few head of cows, swine, etc., escaped much of the privation, hardship and destitution that was the portion of their neighbors, who had confined their labors to the raising of crops only. In fact it is a question whether in a few years it will not be proved that the

REAL WEALTH

of what are now the frontier settlements in the States, has not been increased and made more permanent by and through the visitation of this scourge and the lessons that have been taught, showing conclusively to the settlers, the great lack of practical wisdom in placing their whole dependence upon any one kind of products. It is the well known common error of most pioneers, and for that matter of older settlers, too, to make wheat their main stay, when it is especially sensitive to any of the many dangers of climate, seasons, etc., that are around the path of new comers in every section. While in this climate and Province, and away through the great Northwest beyond here,

STOCK RAISING IS A CERTAINTY.

There is one fact about one of the most sensitive, delicate domestic animals the farmer gathers about him, viz, the sheep. It is now over 40 years since sheep were first brought to the Red River, and as yet no case of disease attacking them, has ever been known, while their wool is of a very fine quality, yielding from six to eight pound fleeces from weathers and from two to three and one half pounds from ewes.

Swine present the same record of healthfulness here. While the report of the Statistician of the United States Department of Agriculture, in Washington, made the 29th of May 1877, shows that losses of swine by disease in the U. S. during the previous 12 months, were 4,000,000 of all ages, and of a money value of more than $20,000,000, the same being equivalent to one third of the sum of the exports of pork products of that year, and I do not know that it was an unusually sickly year among them either.

THE NATIVE CATTLE

one sees here, particularly the beef cattle are very fine and large, the Steers being a full half larger than those of Texas and fully up to the size of those in the older States and Provinces. They are very hardy and are used generally on the road, instead of horses, in drawing the trains that go out all through the great Saskatchewan and Peace River district, 1600 to 1500 miles.

They are much quicker walkers than horses, and their feet being larger, they are less liable to mire in crossing streams and sloughs. They require less care and have more strength; easily drawing loads of 1000 pounds each, day after day. They are never yoked together, but each harnessed singly, draw the light Red River carts which are made without a particle of iron. When used by the farmers for agricultural purposes they are sometimes yoked together, but the great mass of them are used for travelling, which they do with no feed but the wild grass. During their whole lives they do not know the taste of any kind of grain, while in Winter they are seldom sheltered or fed except when there are extra heavy snowfalls, though they do then require more or less feeding and some shelter.

THE HORSES

that know the inside of a stable during winter except in the larger settlements, are very few, in fact it is so near the custom, that it is but the truth to say that they are never fed the winter through, but stable and board themselves.

They are not as one would naturally suppose "little rats of things," like those of New Mexico, and the Southwest generally, but good fair sized horses. I have seen them coming into Winnipeg in Trader's Trains that have been continually on the road for 72 days, yet have never seen a really poor horse among them. They too, like the ox have no feed but the wild grass; no grain in any form being fed them. The horses and cattle of this section are

NOT A MONGREL RACE

as it would seem natural from their location they would be, for more than fifty years ago stallions of the best blood then known in England were imported here, by the way of Hudson Bay, Nelson River, and Lake Winnipeg, at a cost and expense of as high as $10,000. Fine Durham Bulls were also brought the same way, and never since then has the Province been without Sires of the best beef and horse blood obtainable any where.

I saw only five miles from Winnipeg at Silver Heights on the stock farm of the Hon. James McKay, a herd of 140 Geldings, mares and colts, sired by as fine and clear, straight blooded stallions as can be found in the whole Mississippi valley, from its source to the sea, that never yet in winter have seen the inside of a stable or received a measure or forkfull of feed. The same is the case at all the trading posts and smaller settlements from Winnipeg to the Rocky Mountains, and up in the great and magnificent valleys of the Athabasca and Peace rivers extending to the Northwest, up to and beyond latitude 58 north and longitude 120 west from Greenwich.

GREAT HUMAN EXPERIMENT.

How do these facts tally with the universally claimed assertion of those kind hearted, well posted ones who say if you want to raise stock you must go south; but not to this section? They will so patronizingly laugh at any one who differs with them and say, why my dear sir, the trouble is, you will have to feed them so long in winter that they will eat their heads off. Well, gentlemen, I do not hesitate to predict, that when in after years, this great Northwest becomes better known to you, you will find that this will then be generally admitted, as a fundamental law of animal nature, that where man thrives in the greatest vigor and reaches the highest physical and mental excellence, there will the animals created by an All Wise Creator, for man's use and assistance, reach their greatest natural perfection.* If, in these coming years, it should be found that in a

BILIOUS AND PULMONARY SOUTH

this sought-for Eden of man, should be found, why then you might be right, but in the meantime, while this grand human experiment is being tried, it would seem to be wisest for the present at least, to feel that a section where ague, consumption, and most of the great human destroying fevers are unknown, will do very well to come to, bringing your families, stock, or if empty handed, your hopes and energy and here, if one cannot in the meantime satisfy himself by his own judgment, patiently wait the issues others may make in the Southern latitudes.

SETTLEMENT

came into the Province slowly, as aforesaid, until 1872. Since then it has every year been increasing. The first settlers being French Canadians, brought with them from Lower Canada, their peculiar form of dividing land in laying out their settlements, which they always made along some water course.

The water frontage was divided into so many hundreds of feet to each family, but running back two miles making a specific title of two miles back and a claim or privilege of two miles more or a continuous debth of four miles. Such was the form of

LAND TITLES

in this Province at the time of the organization of the Dominion Land Department for the Province in 1873. There were Parish organizations extending most of the way along the Red river from the States, nearly to its mouth, some 75 miles and about the same distance up the Assinneboine. Those on the Red River going down from the south, north were St. Agathe, St. Norbet, St. Vital, St. Boniface; east and west Winnipeg, St. John, Kildonan, St. Paul, St. Andrew; south and north St. Clements and St. Peter. Those on the Assinneboine, going from the east, west being St. James, St. Charles, Headingly, St. Francois Xavier, Baie St. Paul, Poplar Point, High Bluff, and Portage La Prairie. From Winnipeg down the river nearly through the Parish of St. Peter some 25 miles it was quite thickly settled, while up the river settlements were more scattered. Up the Assinneboine they are now almost continuous.

At the same time that these old settlement claims were allowed, there were reservations amounting to 1,400,000 acres set apart to extinguish half breed claims of various kinds. By some, the setting apart of so much land for

THE HALF-BREED GRANTS

is considered a drawback to the Province as they were choice lands and in the central part of the Province. I do not think so; rather the reverse, as but few of them retain the lands so given, but sell them at mere nominal figures, as fast as the various allotments are made personally to them, as their right or title to their portion of the reservation are passed upon by the government. In 1876 the allotments begun to be made. As they have continued to be made every month or two, it is found that nearly all sell them. In very rare

*It is well known that a few years since, so great was the loss and wide spread the disease introduced in the Western and Northern States by the passage through them of Texas cattle that by many of their State legislatures laws were passed prohibiting the transportation through those States of cattle from Texas, except under very stringent regulations. Ohio was one of the States passing this cattle law. In 1877 she suffered a loss of thousands of dollars by disease, which they were unable to suppress, introduced by a drove of Texas cattle, which in transit through that State were allowed or took privileges not permitted by law.

oases some one retains his drawings. Generally they not only sell them at once but offer those of their children, or minor claims as they are called. These claims have been and sre now a favorite form of investment and speculation, as the prices at which they are sold make the land cost much less per acre not only than the Dominion mill of one dollar, but also below that of railroad lands in the United States which have been purchased in such large blocks by means of their depreciated bonds which the railroads take in payment for their lands. There is a great deal of money being made in these half-breed claims.

THE INDUCEMENTS

which the Dominion government offers to settlers coming in colonies, are very much more liberal than can be made by the United States government, as the States give but one price $1.25 if not within a railroad grant, and $2,50 per acre if within a grant. The extra inducements offered by the Dominion government have been improved by

THE MENNONITES

(German Quakers from Southern Russia) who took a grant of eight townships on the east of the Red River begining some 18 miles from the south line of the province. This is known as the Rat River settlement. They have also taken another grant of 17 townships on the west side of the Red River, seven of the townships being directly on the south boundary line. Some 8,000 of these peaceable, thrifty working people have already reached this province and are settled in their own homes. They are all workers, men, women and children; no drones among them. Being of these thrifty working habits it is but natural that they succeed. They are the most desirable foreigners that have come to this country in years. Most of them have more or less money and some are quite wealthy. In 1875 a delegation visited this province

FROM ICELAND

and made selections by special arrangement with the Dominion government, of several townships on the west side of Lake Winnipeg. In 1876 some 1,500 of them came out to Manitoba, and now in their own homes are thriving as they never did in their native island.

THE H. B. COMPANY,

according to the terms of their sale are allowed two sections of 640 acres each, in every township. A township consists of 36 sections or a tract of land six miles square; the plans of land surveys in Manitoba and the Northwest being the same as the public lands in the United States. Besides the two sections to the H. B. Company, two sections are set apart in each township for public school purposes, the same as in the United States. These are all

THE GREAT RESERVES

set apart in the province of Manitoba that many, unfavorably disposed, use as arguments against the chance of getting good lands there. Outside of Manitoba there are none of these reserves, except the H. B. Company's and the school lands, or such as may hereafter, by special arrangement with the government, be set apart to settling communities. So that the argument often made that the best lands in this section are locked upin reserves, falls to the ground. All the half breed claims in the entire Northwest are extinguished by the reserve made in Manitoba.

THE HALF-BREEDS.

A few kind words are due the Half Breeds, of which there are many thousands scattered through this section, the large portion of course being in this Province. They are as a class very peaceable and reliable. Many of them are well educated and hold high positions. They are proverbially trusty. Many of their daughters are well married to gentlemen in good business and official places. Some are of great beauty, and in their marriage relations are controlled by as fine sense of duty as their white sisters of the same social position, to say the least. There seem to be two kinds of half breeds, one inheriting the roving disposition of their Indian mother, the other more naturally following the civilized instincts of their fathers; the former becoming hunters, voyagers, etc., the latter preferring the more settled ways of civilization. It is very seldom that they are cruel and harsh, though they may be improvident. On the contrary they are all of them usually very mild mannered. There is no reason to doubt but that the success of the British and Canadian Government in their Indian management, both in the old as well as the new Provinces, is due to the friendly offices and influence of these half-breeds, for almost to a man, when it comes down to a choice between Indian or Whites, they are for the whites every time. The United States has never in its Indian management had the friendly influence of this large favorable intermediate class, speaking both the Indian and civilized languages, but it has had to meet and treat with the Indians through agents, who were neither familiar with their language or habits, hence their disadvantage and consequent trouble in comparison with the English Government and Canada. I am not prepared to admit that the Government of the United States as a government, has been a whit behind the British in liberality or good faith to the Indians, but I do admit, that as a Government it has been, as well as the Indian, swindled outrageously, by the forced employment of agents, who were true to neither party or interest; false to the Indian because of ignorance, and to the Government, because of such general ignorance they had a chance, and farther because they intended to be unfaithful to begin with. Useful as these half breeds have been to civilization in the past and present, they have still a future mission, which they will fulfill equally as well, and that is as frontiersmen; the "avant coureurs" of human progress in its march up the great Valleys to the Mountains, and down the sunny western slopes to the Pacific. A knowledge of the existence of such a trusty vanguard, gives me faith to believe that this march will go *steadily* and *continuously* forward, free from the great retarding influence the States have here had to meet in carrying westward the

STAR OF CIVILIZED EMPIRE.

But to return to the settlement question, besides these old settlements that were in existence in '72, there have been others made in the province since, such as Sunny Side, Springfield, Grassmere, Emerson, etc., etc.

Other places in the Province lay claim to distinction as being first a central point, the location of mills, etc., and almost before one can realize it, towns of considerable importance. Of this class may be mentioned

PORTAGE LA PRAIRIE.

This town, the residence of Joseph Ryan, Esq., M. P., who is now serving his second term in the Dominion Parliament at Ottawa, is situated about 75 miles west of Winnipeg in a most magnificent country. It is on the Assiueboin River and is the head of the present system of navigation on that river. It is connected by a regular line of boats with Winnipeg. By a small outlay navigation could be so improved that boats could run several hundred miles of river distance beyond the Portage. The great highway to the Northwest Territory runs through this place. It will undoubtedly become the capital or shire town of the county of the same name, as it is already the leading town in the county, as is also

GLADSTONE.

situated on the banks of the White Mud River, 18 miles from Lake Manitoba, to which it is navigable. At this point is a substantial bridge across the above river, over which passes the great highway to the Saskatchewan country, and beyond. Its location in the county of Westbourne, of which it is the capital, is central. It already has one steam saw mill and machine shop, where flooring, siding, lath and shingles are manufactured. Spruce and other timber abounds in the vicinity. Another saw mill, a short distance north, increases the local supply of lumber. Here also is a steam grist and flouring mill, one of the largest and best in the province. A former small one here was burned last summer. Two blacksmith's shops, three general stores, two boot and shoe maker's shops, one tin and stove store, a wagon and sleigh factory, a cheese factory, county hall, hotels, churches, school houses, and a number of neat residences, give it an air of business, comfort and growth. It is one of the great Saskatchewan mail stations, and for a considerable time was a depot and station of the Northwest Mounted Police. This fine body of military police are now moved out of and to the west of the province, with stations to the base of the Rocky Mountains. A weekly newspaper is being started here. The railway facilities of this place promise to be of the best, it being the present intended terminus of the Manitoba Western Railway, for the construction of which the county last year (1878) made provision for granting a bonus of $150,000. This place is a natural point for any system of railways passing south of Lake Manitoba and east of the Riding Mountains. The original survey for the Canadian Pacific Railway was through here. The town has just been incorporated. The energy, enterprise, development and spirit of progress which is general through this county, and which are especially shown in this new town, must make it not only a favorite place for a settlement, but also for investment. Lots which sold here only a few years since at $10 have recently changed hands at $100 and upwards.

Full information concerning this county and point may be had of Hon. C. P. Brown, Provincial Secretary of the Province, at Winnipeg, who is a resident of Gladstone, and who will doubtless see that her legislative and other interests are not neglected.

MORRIS.

This young, thriving town is situated on the west side of the Red River,

37 miles south of Winnipeg, near the northern boundary of the county of Provencher. The town, consisting of about thirty houses, is built on the high prairie. Scratching River, spanned by a substantial bridge, flows through the town site, which has been laid out in Townships No. 4 and 5, Range 1 East, about 300 acres having been surveyed into town lots—200 acres of which are the property of Mr. Wm. Gallé, a most energetic man. The remaining 100 acres, in T. 5, is the property of Colonel Kennedy, Registrar, etc. The principal street, running east and west from the Red River, is the dividing line between the townships. The stage and telegraph road from Winnipeg runs through the centre of the town, and is the main business street running north and south. The place has three general stores, two of them occupying neat brick buildings, two agricultural implement establishments, each having good grain warehouses of 8000 bushels storage capacity. Carruthers & Pirgle have a good saw and grist mill, where flour is sold at $2 25 per sack.

The Canada Methodist Church is a fine edifice. The Episcopal Methodists have a church and parsonage and a good organ. Both of these denominations have resident pastors. The Presbyterians have a resident minister. The latter, as well as the Church of England, both intend the erection of churches this summer. A literary society has regular weekly meetings. The Masons and Odd Fellows have each an organized lodge. A substantial brick school house accommodates the children. The town has two good hotels, the Riverside and Ward's. The best of brick-clay, limestone and sand abound here, showing it to be favored in its building material, and the number of neat brick dwellings attest its cheapness. Its citizens are thrifty, industrious, intelligent and progressive. They are largely from Ontario. The country west of Morris is a rich prairie, well drained by the Scratching River. Two years ago less than a half dozen buildings marked this location. Such towns as these and others show how rapidly this new Prairie Province is developing.

Besides these settlements in Manitoba, there are many new ones starting up at the Government and H. B. Company's posts, and other naturally good points along the Saskatchewan and its tributaries, as well as at interior points. At present there are, Battleford, the new capital of the northwestern territory, Forts Carlton, Pitt, and Edmonton, also St. Albert, all on the Saskatchewan. At the latter a fine steam saw, flour and grist mill is proving a perfect mine of wealth to its owner.

THE POPULATION OF MANITOBA

may be safely put down at 35,000 to 40,000. No census having been taken for several years, it is hard to say with accuracy; but it is not less than the first, nor more than the second number.

NAVIGATION.

The modern advance of civilization differs in many respects from the old in requiring some avenue of entrance and communication in which steam can be employed as the advancing and home connecting power, in fact, no settlement now-a-days becomes a fixed fact, a real subduing force, until, like the Altar fires of the ancients, the smoke and breath and the loud toned voice of the steam engine is seen and

CANADIAN PACIFIC RAILWAY OFFICE. *See Page* 16.

heard by the pioneer, like the voice of the good angel, the echoes of the far off homeland. Its companionship has become a necessity to the settler. He must see and feel the inspiring influence of its great strong untiring aid, either in the mill, locomotive or steamboat, else his sense of isolation will depress him. Energy, enterprise and rosy hope will lose their inspiring influence the very moment his simplest physical necessities are supplied, unless he can receive his daily inspiration which the knowledge of the near presence of this great fiery

ANGEL OF PROGRESS

gives him. He must have it either from some mill in sight or see the flying locomotive or swift gliding steamboat in its season. In some way he must feel its presence and in his loneliness have its companionship. Plain, monotonous and almost stolid as—to the uninitiated—the frontier settler's life may seem, he is really the most imaginative of men. By his isolation from neighbors or active communities he is left largely to his own thoughts, and the opportunities which his very surroundings give him suggest improvements and give birth to plans of future developments. But he sees so much to do, so much that must be done before his ideas can reach a near or even distant fruition that he is apt to give it up as impossible, if he did not see and feel that the untiring friend of all his hopes was near him and his. There is not a whistle of a locomotive or a steamboat that sounds across the prairies or through the forests of the land, but that cheers some seemingly lonely soul with its inspiring sound; telling him to hurry, for close behind, come neighbors, schools, churches and markets for all he can produce, which will secure him independence and fulfillment of that desire natural to the hearts of all *true* men, viz: complete *self-ownership*. There is not a single click of the telegraph in any of the little wayside stations, even in the most seemingly out of the way places that does not enter into and become a part of the pulsation of progress. It was truly said centuries ago that man does not live and develop by bread alone. Of no class is this more true than the Pioneer. This great fact was truly shown in the development of this Province. For 50 years and more all the progress that had been made, was only advanced to the semi-nomadic or hunting state, or at most, to a partially pastoral condition. Although the All-Wise had laid out the great water courses, the ready highways of navigation, all through this great northwest, it was not until the summer of 1859 that the civilizing angel

EMBODIED IN STEAM

first visited the Province, coming down the Red River from the States,

in the shape of the steamboat "Anson Northup." The only motive power invoked heretofore to aid man, was wind mills. The engines and machinery for this boat were brought across the State of Minnesota the previous winter from the Upper Mississippi above the Falls of St. Anthony, where Minneapolis now is. The lumber for her hull and upper works was sawed out by one of her engines where she was built on the banks of the Red River in Minnesota.

A GREAT BOUND OF JOY

filled the heart of the settlers, both half breeds and whites at her appearance. The great want of the human heart and mind was satisied and a desire filled the hearts of both the civilized white and the semi-civilized half breed, to be connected with the great, progressive, civilized world of mankind, developed a yearning that never was satisfied, until the after years gave them a regular communication with the pulsations of that greater, higher and better world from which they had so long been separated and so desired to know. Although that boat continued to make irregular trips that season, she was accidentally sunk the following year. Steam navigation on this river lacked a connecting link, at that time, of nearly 800 miles. The boat was never raised and repaired, but her engines and machinery were taken out and one of her engines was put in a mill that is still doing good service in the Province. It was not until 1872 when this missing link was supplied, by the building of the Northern Pacific Railway from Duluth on Lake Superior, to the Red River, that steam navigation began to run with much regularity.

Since then the number of boats has steadily increased until there are now, in the waters of the Province and its tributary trade,

A FLEET OF SEVENTEEN STEAMERS.

They are the International, Manitoba, Dakota, Silkirk, Minnesota and fourteen barges of 1600 tons capacity of the Kittson or Red River Transportation Co., which will run from the Northern Pacific Railway, crossing the Red River at Fargo, and from Fisher's Landing, on the Red Lake River, the terminus of a branch of the St. Paul & Pacific railway, on that river, down the Red to Manitoba. The steamer "Grandin," an independant boat, owned by the Great Grandin Farm, on the Red River, 30 miles below or north of Fargo. The above are American boats —and the "Alpha" and "Cheyenne," of the Winnipeg and Western Transportation Co., running in the Assineboin and lower Red River,, together with the Swallow, Prince Rupert, Keewatin, Ellen and a new boat just building, which will also run in the lower Red. These are Canadian boats, while a boat is nearly finished to run on Lake Manitoba.

PROPELLOR "COLVILLE,"

that runs up Lake Winnipeg to their various posts and forms a connection at the mouth of the Saskatchewan with their two river steamers, the Northcote and Lilly, the latter a steel hull. These two boats are the beginning of a regular line up the latter river. Beside the above named boats two other boats have been built, one for the Red River called the "Maggie," now used as a barge and the "Chief Commissioner," for the lake trade; the latter's model being defective, she is now doing duty as a river wharf boat. So that in all there are and have been some 19 steamers in these waters. The regular passenger steamers of the these lines are models of beauty, speed and comfort, with officers who are gentlemen as well as thorough and experienced boatmen.

The Red River has 600 miles of continuous navigation, though by land direct, such being the tortuous course of that stream, the terminal points could be made in about 300 miles. Besides there are some 75 miles navigation the season through up the Red Lake River. Below the junction of these two streams there are no obstructions to the navigation of the Red River, except at extremely low water, there being one or two troublesome places above Winnipeg and two below. These places being all in the Province and easily remedied, they will no doubt soon receive the attention of the Dominion Government. On the Red River above the Red Lake River are a few places troublesome at low water but as the United States Government is already at work removing these difficulties, it is only a matter of short time, when navigation on this river from the Northern Pacific railway crossing, down into the Province at any rate, will be free from any obstruction at any stage of water yet known in the river.

As said elsewhere the course of the

ASSINNEBOINE

through the Province is to the west, and so continues for some distance beyond its borders on and into the Northwest Territory, when it turns almost directly north. Its entire length is some 800 miles.

There could very easily be made some 600 miles of navigation through the season on this stream with some very slight improvements. The most difficult place is 30 miles up from its juncture with the Red River, which can be easily and cheaply remedied, so that navigation could be carried up some 300 miles of river distance, as it is now during the high or spring stage of water. This improvement would greatly benefit the Province, as the settlements are almost continuous for the first 100 miles from its mouth. In its Northwest course through the Province it makes a sharp bend to the North, so that with some 9 miles of easy canaling, navigation could be opened by this River and Canal through Lakes Manitoba and Winnipegosis to the Saskatchewan, above the Rapids and so to the Rocky Mountains. That this will be done, is only a question of time. About 75 miles up from where the Assinneboine turns to the North, the Qu'Appelle River enters it; its course is mostly westerly and extends almost to the South branch of the Saskatchewan. The project of uniting these two streams is already broached (the distance between them being only a few miles,) and entirely feasible. The Qu'Appelle must be fully as long as the Assinneboine. Its valley is one of great beauty and fertility, and quite well wooded most of its length. It frequently enlarges into considerable lakes, which are filled with the finest fish, among which are found the choice white fish in great numbers.

At or very near the mouth of the Saskatchewan, are rapids known as the "Grand Rapids," that extend some two and a half to three miles with a total fall of 43½ feet. These are not continuous but in series or sections, hence easy of improvement by a system of locks, which will doubtless in a few years be built by the Canadian Government, as the stretch of navigation above them in this river is too considerable, aggregating fully 2,500 miles.

The H. B. Company have built a railway some four miles in length around these rapids. As yet the

H. B. COMPANY'S STEAMERS

on the lake and the Saskatchewan carry only the officials or the employes of that company and their own freight, but I think I hazard nothing in saying that the great additional outlay in building this railway, putting on cars, etc, is not simply for the transportation of their own business, large as it is, but is rather preliminary to the

OPENING OF THAT ROUTE

to general travel and transportation, which cannot fail of rapidly growing to a trade of great profit. This river as its name implies, viz: "Rapid Running River," is not to be compared with that of the Mississippi or Red Rivers. For between the head of uninterrupted navigation of the Mississippi at St. Paul and the Gulf of Mexico —a river distance of 2,500 miles—the fall is only 800 feet, and of the Red from the Northern Pacific to Winnipeg, a channel distance of 500 miles, the fall is but 170 feet; while in the Saskatchewan from Edmonton to Lake Winnipeg, 1,200 miles by river the fall is 1,783 feet, or three times the rapidity of the Mississippi or Red River currents. The Missouri River is more like it, still in the upper Missouri, above Bismark, the present western terminus of the Northern Pacific, the most rapid point of that river and up the Yellowstone River,

TWENTY-SEVEN STEAMERS

have been regularly running this season, so there is no doubt but that both branches of the Saskatchewan will soon be open to navigation as the north or lesser branch now is. I neglected to say that this river is one stream for some 450 miles from its mouth before it divides into its two branches. To give a better comprehensive idea of the size of this stream, I would say that taking the length of the main stream and its two branches together it is only some 350 miles shorter than the Nile. A word as to the steamers on this

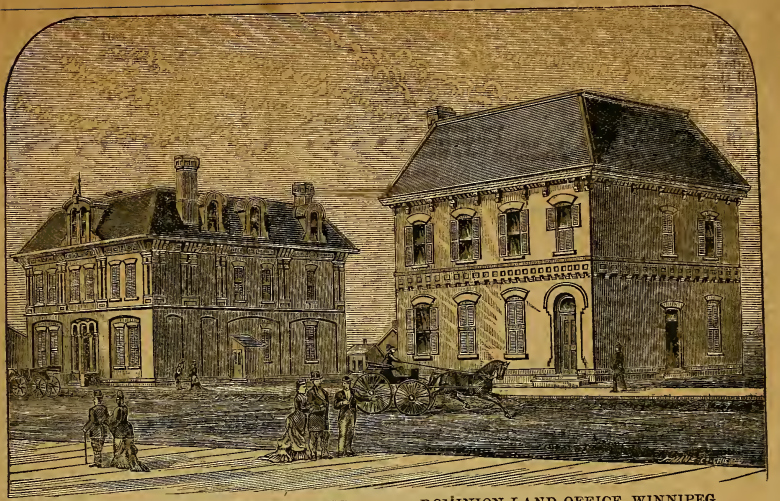
RIVER AND LAKE ROUTE

from Winnipeg. The Colville is a new and very staunch propellor, built more like an immense tug or small ocean steamer, than like the propellors of the great lakes. Her usual time from Grand Rapids, at the Saskatchewan, some 50 miles south of the foot or outlet of the lake to the "lower fort," some 20 miles below Winnipeg, a full 275 miles including all stoppages at the H. B Company's posts on the lake, is 30 hours. The "Northcote" made her first run this spring from above the Grand Rapids to Fort Edmonton and return, with a full cargo both ways in 30 days, a full river distance of 2,500 miles. This I presume was only daylight running.

It was my good fortune to be one of a large excursion party on the steamer "Manitoba," that left Winnipeg on the evening of the 3d of July, 1877 went down Red River to Lake Winnipeg, and returned next morning. The Manitoba was the first passenger boat that ever entered its waters. I will waive saying anything here of the thoughts that filled my mind during the time so spent. It was also my privilege to see a few days after,

THE FIRST REGATTA

ever held in the waters of the Province. The starting and winning stakes were



DOMINION CUSTOM HOUSE WINNIPEG. DOMINION LAND OFFICE, WINNIPEG.

See page 17.

on the south bank of the Assinneboine at its junction with the Red River, the site of old Fort La Rouge. It too, like the excursion was a success.

Simultaneously with the connection of the Province with the outer world by steam, came also the connection by telegraph. Fort Edmonton is now in connection with New York, London and Paris by telegraph.

Thus was 1872 made a

RED LETTER YEAR

in the annals of Manitoba. The greatest practical, and the subtlest forces in human control, the annihilators of space and time, came with many other assisting influences that year, to mark it as the especial one in which, full harnessed in the train of human progress, Manitoba and her dependencies entered the arena of progressive, civilized life, to engage henceforth with the most favored of her competitors in the

STRUGGLE FOR EMPIRE.

Taking the present 600 miles of navigation on the Red River, the 100 miles on the Red Lake River, about 800 miles at present utilized on the Assineboin, 300 miles on Lake Winnipeg and 2,500 miles on the Saskatchewan, makes in one system, a line of some 3800 *Miles of continuous navigation*, in which, as before said, there is to-day a fleet of seventeen steamers with their accompanying barges.

RED RIVER AND LAKE SUPERIOR CANAL.

By means of easy improvement in the Red Lake River—(an eastern tributary, in the States, of the Red, which at its junction is much the largest stream)—by dams and slack water, *with an artificial canal of only 60 miles, can this present 3800 miles, and possibly 4800 miles, of navigation be connected with*

LAKE AND OCEAN NAVIGATION

at Duluth, Minn., on Lake Superior, thus affording a continuous water connection with the seaboard at Montreal, by the Welland and St. Lawrence Canals, and by the Erie Canal from Buffalo, N. Y., to New York City. The distance from the Red River to Lake Superior by this connecting link is about the same as the Erie Canal, while the lockage will be less. That this improvement will soon be made there is no doubt. Arrangements are quite completed to make this year a *practical* survey, a preliminary one having already been made. Its construction will be

A NECESSITY,

by the time it can be built, even if construction were begun at once, for the *area* of which it would be the outlet, both in the States and Canada, is immense. By it wheat can be taken from any Red River point to Duluth at 5 cents per bushel, and from Duluth to New York City or Montreal at 6 cents per bushel, or wheat and flour respectively from Duluth to Liverpool (England) for 18 cents per bushel; 90 cents per barrel. These are perfectly safe estimates for through rates (as present rates are very near it) when the enlargements now being made, in the Sault St. Mary Canal, connecting Lakes Superior and Huron and the Welland and St. Lawrence River systems of canals, connecting

THE GREAT LAKES WITH THE OCEAN,

are finished, as they soon will be, even before the Red Lake River Canal could be built, even if work was at once begun on it. Then, again, there is another possible route for this great inland system of navigation by the River Nelson, the outlet of Lake Winnipeg to and

THROUGH HUDSON'S BAY.

Long as this article on Navigation is, I deem it of the greatest importance, for experience demonstrates, beyond question, that for long distances, at least, rail transportation as against water bears no comparison. Water ways, not railways, are the

FARMER'S FRIENDS.

Every cent saved on the transportation of a bushel of wheat adds a *practical* value of at least $2 per acre to his land; that is, taking the product of wheat at the low average in this latitude of 20 bushels per acre, each cent per bushel saved in transportation is 10 per cent interest on $2 per acre. Take a saving of 5, 10 or 15 cents per bushel over present or possible rail rates for the same distance to Lake Superior and see how *practical, real values* of farm lands are increased. Verily, as aforesaid, for the farmer great is *a good system of navigation*, and no section of equal area

ON THE GLOBE

has such a complete and thorough system of navigation (extending to its very remotest limits, and all harmonious in two systems, almost every mile of which is through a garden of fertility and a climate the perfection of healthfulness) as the Canadian Northwest.

I say two systems, for I have made no especial mention of the great Mackenzie River system, formed of the Athabasca, Peace, Slave and the Mackenzie itself, which is of an equal, if not a greater, number of navigable miles; beside there are other large rivers and lakes.

The Mackenzie having an Arctic outlet, the navigation of this system will doubtless come up its two principal southern tributaries, the Athabasca and Peace, whose valleys at no distant day will be connected with the Winnipeg system by railways, most likely by the Canadian Pacific Railway, though its present location is a little south of the warm, fertile valleys of the last two

streams. But it is at least probable that this railway when constructed, west from Manitoba to the Pacific, will cross these valleys at points where their navigation will be made tributary, thus will the two great navigation systems be united.

RAILWAYS.

Early in December, 1878, the first railway train crossed the southern boundary of Manitoba, and a junction was formed with the Pembina or southern branch of the Canadian Pacific Railway, on which the steel rails were already laid from the main line some 90 miles north. The railway thus completing the connection of this great Canadian Northwest with the entire railway system of the Continent, was the

SAINT PAUL AND PACIFIC RAILWAY,

which is *the only one* built to Manitoba. This great corporation, now operating 574 miles, with an additional 100 miles under construction, has for the past year or so been under the control of Canadian parties associated with Minnesota capitalists and local managers, under whose management it has awakened to new life. They have pushed fully 200 miles of its construction the past year with great vigor. It is 420 miles from the international boundary line to St. Paul, Minnesota, where connection is made with the Chicago and Milwaukee railways, over which direct connections are made with all Canadian railways at Detroit. Among others of the twelve roads centering at St. Paul is the St. Paul and Duluth Railway to Lake Superior at Duluth. One hundred and fifty-eight miles south of the boundary, at Glyndon, Minnesota, it crosses the Northern Pacific. No better passenger cars and sleepers will be found on any railway from the seaboard cities than those which the St. P. & P. Rv. furnishes its passengers. It is 64 miles from the boundary line to Winnipeg, or 484 miles from St. Paul to Winnipeg. The through running time between these points will be from 20 to 24 hours. Through tickets to Winnipeg over the St. P. & P. can be obtained at all leading railway points in Canada and the United States.

Soon Manitoba will be the *central gem* in the developed States or Provinces, that will be strung along the line of the

CANADIAN PACIFIC RAILWAY.

From information kindly given me by James H. Rowan Esq., the engineer in charge of the Central offices and construction in Winnipeg, and from the report on the surveys, etc., by the Chief Engineer, Sandford Fleming Esq., to the Dominion Parliament, I obtain the following items of this

GREAT ENTERPRISE:

The first money appropriated by the Dominion Parliament for the surveys etc., was in the session of 1871. The eastern terminus of the line is fixed at Lake Nipissing, the source of French River, situated about east from the northeast corner of Lake Huron, into which French River empties. From Lake Nipissing west, the line is projected to go north of Lake Superior, crossing the Red River at or near Winnipeg, passing into and up the valley of the north branch of the Saskatchewan, past Battleford and Fort Edmonton through the yellow head pass at Jasper House and so down the Rocky Mountains to the Pacific, either at Bute or Burrard Inlet. From

LAKE NIPISSING EAST,

connection will be made by the Canadian Central Railway (a subsidized line) to Ottawa, Montreal, etc., and by a railway north from Toronto. Both of these lines are being rapidly built and during the year they will both doubtless reach their western terminus at Lake Nipissing.

THE DISTANCE

from Lake Nipissing by the route above given to the Pacific at Burrard Inlet is 2,500 miles, or to Bute Inlet, 2,600 miles.

THE MAIN LINE

has three branches or spurs; the most easterly being west, from Lake Nipissing to the mouth of French River on Lake Huron, the second one to the waters of Lake Superior at Thunder Bay, almost half the distance of that Lake from east to west and on its northern shore. The third being also south, by the valley of the Red River on its eastern side to the north boundary of the United States, where it connects with the St. Paul and Pacific Railway, and by this Railway, is the Canadian Pacific at present connected with the railway system of the States. On the surveys of this railway over $3,000,000 have already been expended. Desiring to get the very best location over this route, the surveys have been most thorough. From the time of the first surveys in 1871, to December 1878, there have been over 46,000 miles of survey and observations made, over 12,000 miles being measured yard by yard.

THE WHOLE LINE

may be said to be practically located, though not officially as yet determined on. The profile of the line, 2,200 miles west from Thunder Bay to the Pacific, shows the greatest summit on the line at Yellowhead Pass, to be only 3,646 feet above the sea. While the summit on the Union and Central Pacific Line in the States, shows going west, four summits of 8,242 feet, 7,835 feet, 6,118 feet, and 7,017 feet, respectively. The highest point on the Canadian Pacific Railway is of a lower elevation than from any point on the U. P. or C. P. Railway, from the North Platte to a little east of Sacramento, California; with an average of only 2,200 feet for the same distance on the U. P. & C. P. line in the States.

The 1,200 miles from Thunder Bay to Edmonton on the Saskatchewan are officially located. It is 410 miles from Thunder Bay to Red River, of which distance 113 miles at each end is nearly finished, the remaining 184 miles having just been contracted for, to be done in two years. Steel rails with the necessary fish plates, bolts and spikes are already paid for and delivered at Thunder Bay and Winnipeg, besides a considerable quantity of the same, has been delivered on the Pacific coast.

THE WORK OF CONSTRUCTION

was begun during the summer of 1875, at Thunder Bay and Winnipeg, both grading and track laying. The cars are running on the Pembina branch, 90 miles, there connecting with the St. Paul & Pacific railway, and fully 200 miles on the Red River and Tunder Bay ends. This 184 miles embraces a great deal of rock cutting and bridging, in fact it is the most difficult part of the entire line save portions in the Rocky Mountains. The construction of this railway also carries with, and as a part of it

A LINE OF TELEGRAPH,

which is all under contract and construction, from Thunder Bay through to the Pacific. The wire is all furnished, paid for and delivered. It is finished from Thunder Bay west to Fort Edmonton, and is now in operation.

A word here as to the construction of the Telegraph, may give a better idea of what a work it is when it is known that a part of the contract of building the Line, is to cut down and burn all timber, when it passes through timber, to the width of 132 feet. It is mainly a timber country along the line from Winnipeg to Thunder Bay.

This Railway is backed by a large Land Grant and a very liberal Government subsidy. Does any one doubt, that in this nineteenth century, a railway of such easy grades, through a country combining either such fertile soil or mineral wealth along its entire extent, will ever be built—on a line too, probably the most perfectly surveyed of any yet attempted; or that it can be op rated at a profit, when the heavy grad s, great snow fall &c., of that *successful* wonder, the Union and Central Pacific Railway are, and have been paying so largely?

It is the well known

IMPERIAL DEMAND

of the English Government, as well as the entire British trade policy to have all its avenues of commerce either under *its own flag*, or where it can *protect* and defend the same. The garrisons of Gibralter, Malta, Cyprus, and many other points are held and maintained for commercial purposes as also was the recent purchase of the Suez Canal stock. The Pacific Railway of Canada gives the shortest rail and ocean terminal distances and lowest grades of any of the American Pacific routes and the sooner the people of the States make up their mind to the fact of its speedy building, (proposals for constructing the entire line have already been advertised for) and endeavor to build competing lines, or put themselves in favorable connection with it, the wiser will they act.

The construction and successful operation of the Union and Central Pacific railways in the States has demonstrated beyond question that for the English trade with China, Japan, etc., its proper route is by rail across this continent. This is especially so when *time*, the present commercial factor is taken into consideration. The Canadian Pacific will shorten present distances fully 1500 miles and, as aforesaid, by it their commerce can be kept under their own flag. It is an error to look upon this great undertaking as simply the enterprise of a comparatively small Dominion of some 4,000,000 people, for its construction and operation is harmonious with both the government and mercantile policy of

THE GREAT BRITISH EMPIRE

Beside, along its line is opened up a most desirable country for settlement, thus affording a safe and easy solution of a question that at present lays close and heavy upon both the thoughtful English statesman and citizen, viz: How to hold and at the same time provide for their surplus population.

THE SIX GOVERNMENT OFFICES

of so many different departments of the Dominion Government as are represented in the province, make the following exhibits, all of which show a cheering increase from year to year.

A word of explanation, I would here give in regard to the Dominion Savings Bank, and that is that there are none save at such points as they have Deputy Receiver Generals, which are usually in connection with the Dominion land offices. I would also here take the opportunity to note what a difference it makes in public officers, whether their continuance in such office is for an uncertain time, depending upon the re-election of their member of congress or senator, or the influence he may have after he gets there, as in the United States, where appointments are made *wholly* for political reasons; or as it is in Canada, where they are made for life or good behaviour, and where efficiency, diligence and courtesy form the reasons for their continued retention and advancement. I have yet to meet the first Dominion or Provincial official, who was not at least officially a gentleman.

THE CUSTOMS DEPARTMENT

of Manitoba makes the following exhibit:

"Manitoba was admitted into the confederation of the Dominion of Canada on the 15th of July, 1870. The new Custom House was completed in the autumn of 1875 and occupied in April following. The following are the present officers: G. B. Spencer, collector; John Emslee, chief clerk; G. H. Young, C. N. Bell, clerks; C. U. Lindsay, appraiser; R. I. Jones, G. D. McVicar, landing waiters.

Out-post at North Pembina, F. T. Bradley, deputy collector; Wm. Mills, landing waiter and clerk; and E. G. Simcox.

Out-post at York Factory, Hudson Bay, Joseph Fortescue, deputy collector.

Out-post opposite Smuggler Point, N. T., W. P. Leslie, preventive officer.

The above out-posts are under the survey of the collector of customs, Port of Winnipeg. The old Assiniboine tariff of 4 per cent ad valorem, and 25 cents per gallon on ale, wine and spirits, was continued in force till the 30th June, 1874, subsequent to that date the Dominion tariff of 17½ per cent, ad valorem, on general goods and on spirits of $1.20 per imperial gallon etc., has been in force. *All goods imported from* Great Britain, pay the same rate of duty as from any foreign country.

Below find statement of the ad valorem value of goods annually imported into this Province, and the duty collected thereon, between the 15th July 1870 and the 30th June 1872, and each subsequent year except that of 1877:

	Foreign goods.	*Duty thereon.*
To 30th June, '72, 3 years..$1,415,565.00		$47,830.90
To 30th June, '73, 1 year...	1,020,130.00	46,073.45
To 30th June, '74, 1 year...	2,853,659.00	97,473.97
To 30th June, '75, 1 year...	1,227,905.00	171,430.86
To 30th June, '76, 1 year...	1,735,425.00	253,045.88
To 30th June, '77, 1 year...	1,214,833.00	192,493.23
To 30th June, '78, 1 year...	1,171,105.00	225,690.15
To 31st Dec., '78, 6 months,	452,460.00	91,059.32

The above is exclusive of duty paid on goods received from the other Provinces of the dominion.

EXPORTS TO FOREIGN COUNTRIES.

For year ending 30th June, 1873.....	$125,693.03
For year ending 30th June, 1873.....	296,035.00
For year ending 30th June, 1874.....	797,762.00
For year ending 30th June, 1875.....	588,958.00
For year ending 30th June, 1876.....	770,288.00
For year ending 30th June, 1877.....	653,816.00
For year ending 30th June, 1878.....	725,896.00
For 6 mos. ending 31st Dec., 1878....	386,167.00

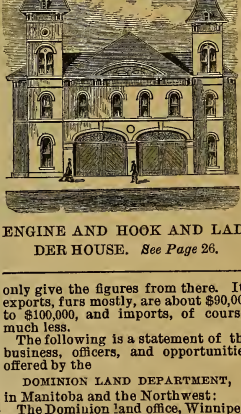
Large quantities of furs are now sent to Canadian markets, and so do not appear in the regular exports, but wheat, etc., is taking the place of the fur, which accounts for the total value of exports remaining about the same.

A rough series of statistics kept in this office gives the following as the value of goods brought here from other ports of Canada:

For 1 year ending 30th June, 1875... $ 637,774.00
For 1 year ending 30th June, 1878... 1,374,311.00

The latter table shows the growth of interprovincial trade. Their current year, from July 1, 1878, to July 1, 1879, shows to date, March 1st, a large increase over last year.

Navigation is still kept up by the Hudson Bay Co. in Hudson's Bay (Arctic Ocean), some five vessels per year coming in there, but as the out port of York Factory, at the mouth of Nelson River (the outlet of Lake Winnipeg), is the only port there, in the Winnipeg Customs District, I can



ENGINE AND HOOK AND LADDER HOUSE. *See Page* 26.

only give the figures from there. Its exports, furs mostly, are about $90,000 to $100,000, and imports, of course, much less.

The following is a statement of the business, officers, and opportunities offered by the

DOMINION LAND DEPARTMENT,

in Manitoba and the Northwest:

The Dominion land office, Winnipeg, was erected in the summer of 1875 for the accomodation of the government offices for the survey and granting of the lands in the Northwest Territories.

These lands are under the control of a special branch of the Department of the Interior. The Rt. Hon. Sir John A. McDonald, Premier and Minister of the Interior, being the responsible head, and Lindsay Russell, Surveyor General, chief of the branch, charged with the survey, settlement and management of all lands vested in the Dominion Government.

The offices at Winnipeg, with branch offices at Emerson, Portage La Prairie, Little Saskatchewan and Pembina Mountain, have the disposal of these lands, each being in charge of an agent and the following staff:

Winnipeg, Donald Codd, agent of Dom. Lands, A. J. Belch, asst. agent of Dom. Lands, Roger Goulet, local agent, do; Portage La Prairie, Augustus Mills, do; Emerson, George Newcomb, do; Pembina Mountain, H. Landerkin, do; Little Saskatchewan, Alex. Jaffrey, do; G. F. Newcomb and A. Nesbitt, timber inspectors; Winnipeg office, R. H. Hunter, accountant, M. Wood, A. Sabine and A. E. Fisher, clerks, and H. Powell, messenger.

The survey office, also accommodated in the same building, is in charge of Mr. A. D. Whitcher, D. L. S. inspector of surveys, assisted by C. D. Rickards, draughtsman.

The Dominion Land Office was created by act of Parliament passed on the 14th of April, 1872, and the office at Winnipeg was opened in the following summer. Since that time the following lands have been taken up:

Statement showing total average of land disposed of since the establishment of the Dominion Land Office, at Winnipeg, to Oct. 31st, 1878.

Year.	*Homesteads. No. of Acres:*	*Preemption. No. of Acres.*	*Sales. No. of Acres.*	*M. B. Warrants. No. of Acres.*	*Forest tree Culture. No. of Acres.*	*Grand total.*
From establishment of Office to Oct. 31st, 1872..	485,760	163,813	55,191	152,110		839,880
To Oct. 31st, 1873..	65,650	43,050	29,278	37,680	480	154,653
To Oct. 31st, 1874..	131,902	83,899	12,395	2,800	2,988	234,084
To Oct. 31st, 1875..	180,262	121,175	12,345	134,818	2,988	451,588
To Oct. 31st, 1876..			12,345	14,454	2,988	29,787
To Oct. 31st, 1877..			12,345	5,078	2,988	20,411
Total.....	863,574	410,937	134,099	346,940	12,432	1,870,403

Showing a gain of over 50 per cent from 1877.

The above table does not include the 1,400,000 acres allotted to the half-breeds, under Manitoba act, which have already been made.

When it is considered that the total area of the lands known to be fit for cultivation is estimated at 375,184,000 acres, of which 10,660,369 acres are already surveyed, it will be seen that the amount taken up is comparatively trifling.

The Dominion Homestead law is of the most liberal character. Every actual settler is entitled to enter one quarter section of 160 acres as a homestead, for which he receives a patent on proof of three years residence and cultivation.

He may at the same time enter by pre-emption, any adjacent quarter section, the patent for which will issue to him on payment of $1.00 per acre, when he has completed his homestead duties and he may enter a quarter section for forest tree cultivation and obtain a Tree Patent for it at the expiration of six years, on proof of having planted ten acres of trees during four years subsequent to the year of entry.

Even more liberal terms than the above can be made with the approval of the Minister of the Interior in case of immigrants who come in communities, or under the auspices of societies, &c., &c.

The ordinary Dominion Lands are open for sale at the rate of one dollar per acre, payable in cash, script or military bounty warrants.

POST OFFICE

The following is an exhibit of the Post Office business for Manitoba:

The postal service in Manitoba was assimilated with the postal service in the other provinces of the Dominion in the year 1871.

There are now in Manitoba and Northwest Territories 67 post offices, which are supplied by 1438 miles of mail route, the annual travel of the mail being 84,438 miles.

The postal revenue is about $15,000 per annum, of which $10,000 is collected in Winnipeg.

Closed bags are made up daily and received daily from Ontario, Canada. Mails are also exchanged daily to and from the United States, by railway.

The money orders issued in Winnipeg yearly amount to about $45,000; and the money orders paid to about $40,000. The total issued and paid being about $85,000.

The staff of the Winnipeg post office consists of William Hargrave, Postmaster; J. O. Poitras, Charles Desormier, L. O. Borget and John Cowar, Clerks.

There is a mail once in every three weeks between Winnipeg and Edmonton, at the foot of the Rocky Mountains, a distance of 1050 miles, which supplies nine post offices in the Northwest Territory.

The service which was established in August, 1876, has been performed by the contractor, the Hon. James McKay, with great regularity. The trip from Winnipeg to Edmonton and back occupies about six weeks. The bags are carried by wagon in summer and dog trains in winter. A very large correspondence is carried over this route. By this contract for the present, at least, will the official correspondence for the new government offices at Battleford have to be carried. A special and more frequent route from Winnipeg to that place will doubtless soon be let.

THE RECEIVER GENERAL

has his Headquarters at Ottawa, and office at Winnipeg, in the postoffice building.

The office is in charge of H. M. Drummond, Acting Asst. Rec. Gen'l and Dominion Auditor.

This gentleman is also an officer of the Audit and Savings Bank Department, all of which are carried on in the same office.

The Receiving Office is for the issuance and redemption of Dominion notes, like the U. S. Greenbacks—also for the receiving and payment of Dominion moneys in this official department, for construction of the Canada Pacific Railway, and other government expenses, such as salaries, etc. The money received amounting to about $750,000 from customs, sales of Dominion lands, etc., and the payment, as above, amounting to some $1,500,000 per annum.

The

AUDIT OFFICE

is for the auditing of all government payments in Manitoba and the Northwest Territory.

The

SAVINGS BANK DEPARTMENT

receives moneys from private individuals, on which it allows interest at the rate of 4 per cent per annum, subject to call. Since the establishment of this bank by the Government, three other leading banks of the Dominion have established branches in Winnipeg, which allow five per cent on small sums and six per cent on large amounts, and who have it must be ad-

MISSION OF ST. BONIFACE. *See page 19.*

mitted, large savings accounts; still the old parent Government Savings Bank is so far, over last year, showing a large increase.

THE ECCLESIASTIC AND EDUCATIONAL

privileges of this Province are a matter of surprise to most visitors. The work of the church here, both Catholic and Protestant is especially apparent, and the showing of successful results, is an index that it is and has been in judicious and energetic hands. The foundation of both the Church and School are laid surprisingly broad for so young a Province, as the following list and exhibit of work done will show.

The first church represented here was the Catholic, they having started a mission here as early as 1818, although priests of that church had been here some 75 years before. Their first Cathedral, which had two towers or spires, was burned but has been rebuilt of much larger size, but with only a central tower. Some 25 years since, John G. Whittier, the Quaker poet of Massachusetts, visited this mission, and its peaceful, quiet surroundings, seemed to have impressed him much as it did me, as over it the Angel of Rest of a better and truer life seems constantly to spread her pinions. After his return he wrote the following lines, in part suggested by its beautiful chime of bells which it still has:

"Out and in the river is winding
The links of its long, red chain,
Through belts of dusky pine-land
And gusty leagues of plain.

Only, at times, a smoke wreath
With the lifting cloud-rack joins,—
The smoke of the hunting lodges
Of the wild Assineboins.

Drearily blows the north-wind
From the land of ice and snow;
The eyes that look are weary,
And heavy the hands that row.

And with one foot on the water,
And one upon the shore,
The Angel of Shadow gives warning
That day shall be no more.

Is it the clang of wild geese?
Is it the Indian's yell,
That lends to the voice of the north-wind
The tones of a far-off bell?

The voyageur smiles as he listens
To the sound that grows apace;
Well he knows the ringing
Of the bells of St. Boniface.

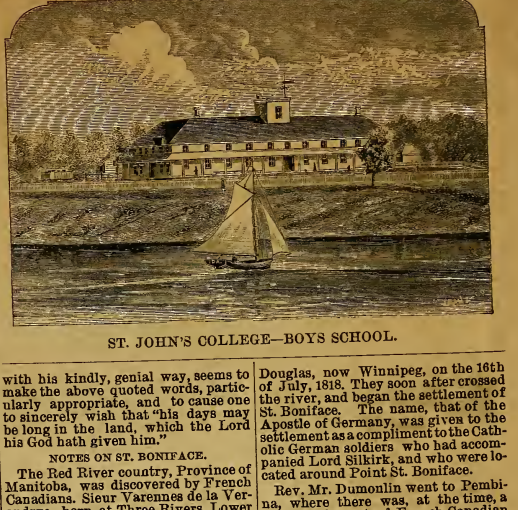
The bells of the Roman Mission,
That call from their turrets twain,
To the boatman on the river
To the hunter on the plain!

Even so in our mortal journey
The bitter north-winds blow,
And thus upon life's Red River
Our hearts, as oarsmen, row,

And when the Angel of Shadow
Rests his feet on wave and shore,
And our eyes grow dim with watching,
And our hearts faint at the oar,

Happy is he who heareth
The signal of his release
In the bells of the Holy City,
The chimes of eternal peace!

Of Bishop Tache, the Archbishop of this great domain, who resides at this Mission, much, very much might be said. His travels, labors and ministry have been extensive, and acceptable, still a few words of the Psalmist, will better express him as he is, than any words of mine. "The steps of a good man are ordered by the Lord; and he delighteth in his way. Mark the perfect man, and behold the upright; for the end of that man is peace." And so it seems to be with him, in the peaceful air of this Mission, which,



ST. JOHN'S COLLEGE—BOYS SCHOOL.

with his kindly, genial way, seems to make the above quoted words, particularly appropriate, and to cause one to sincerely wish that "his days may be long in the land, which the Lord his God hath given him."

NOTES ON ST. BONIFACE.

The Red River country, Province of Manitoba, was discovered by French Canadians. Sieur Varennes de la Verandrye, born at Three Rivers, Lower Canada, organized an expedition, at his own expense, in 1734, and traveled through the country, from Lake Superior to Rainy Lake, thence to the Lake of the Woods and down Winnipeg River, to the lake of the same name; up the river to the mouth of the Assinneboine, where he built Fort Rouge, on the point south of the river Assinneboine, almost opposite the actual Fort Garry.

Mon. de la Verandrye, like all the discoverers of the time, had a missionary with him, and Rev. Father Messager was the first minister of the gospel known as having visited this part of our continent.

Mon. de la Verandrye was accompanied by three of his sons. One of them was murdered with his party and their missionary, Rev. Father Arnaud, by the Sioux, on Lake St. Croix, between Rainy Lake and Lake Superior. Two other sons of the old gentleman discovered the upper Missouri, from the Yellowstone. Accompanied by two servants, they crossed the country and were the first white men who saw and ascended the Rocky Mountains, north of the Missouri. The same gentlemen discovered the north branch of the Saskatchewan in its full length.

The conquest of Canada by England, put a stop, for a long period, to a regular French Canadian expedition in the wilderness of the northwest. The missionaries themselves, had to abandon the country. The work of the Roman Catholic missionaries was re-assumed in 1818. Lord Silkirk, anxious to secure for his colony of Assinneboine, the co-operation of the French Canadians disseminated in the country, requested of the Bishop of Quebec, the services of two priests. The Rev. J. N. Provencher and Severe Dumoulin, both French Canadian priests of the diocese of Quebec, were asked by their Bishop for the important and difficult task. They willingly accepted the proposal, started in birch canoes from Montreal, and landed at Point Douglas, now Winnipeg, on the 16th of July, 1818. They soon after crossed the river, and began the settlement of St. Boniface. The name, that of the Apostle of Germany, was given to the settlement as a compliment to the Catholic German soldiers who had accompanied Lord Silkirk, and who were located around Point St. Boniface.

Rev. Mr. Dumonlin went to Pembina, where there was, at the time, a large settlement of French Canadian half-breeds, who left in 1824, to establish the settlement of St. Francois Xavier, on the Assinneboine river.

Rev. Mr. Provencher remained in St. Boniface until his death, which occured on the 7th of June, 1853. He was consecrated bishop in 1822, and, consequently, was thirty-three years Bishop of St. Boniface. He sent missionaries to the Saskatchewan country, to Athabaska, British Columbia and Oregon. The establishment of St. Boniface may be considered as the mother of many missions, the head-quarters of the immense field which extends to the Pacific and Arctic oceans.

Bishop Provencher began the College of St. Boniface in his own house, and he, himself, all his lifetime, united the teaching of children with his numerous and important occupations. The same bishop established the convent of St. Boniface occupied by Sisters of Charity, generally known as the Grey Nuns of Montreal. The foundress of their order, Madame D' Youville, began the formation of her community at the same time that her uncle, Mon. de la Verandrye made the discovery of the country in which four of her Sisters arrived in 1844.

Although they were called upon chiefly for the instruction of youth, the Sisters have constantly exercised corporal works of mercy; take charge of the aged, infirm and orphans; visit and attend the sick.

In the course of time several branches of the same establishment were formed, and some extend to the Saskatchewan, and even to the banks of McKenzie's river, over 2,000 miles from St. Boniface.

After the death of Bishop Provencher, Bishop Tache, who had been his coadjutor, succeeded him to the See of St. Boniface. The diocese of St. Boniface, at first, comprehended an immense extent of territory; it is now divided, and was created as an Arch-

ST. JOHN'S COLLEGE—LADIES SCHOOL.

diocese in 1871. Bishop Tache was, at the same time, named Archbishop.

The new ecclesiastical province of St. Boniface comprehends the archdiocese of the same name, the diocese of St. Albert, on the Saskatchewan, presided over by Bishop Grandin; the districts of Athabaska and McKenzie, under Bishops Farand and Clut, and British Columbia under Bishops d'Herbomez and Durieux.

Archbishop Tache has been in the country for 34 years, partly among the Indians of the far north and partly at St. Boniface. It is a queer circumstance that Archbishop Tache, who is by his mother, a great grand-nephew to the sixth generation of M. Varennes de la Verandrye, who discovered Red River, is also, by his father, great grand-son to the sixth generation of Mr. Joliette, the celebrated discoverer of the Mississippi.

St. Boniface is nicely situated, on the east side of the Red River, opposite the Assinneboine and facing Winnipeg, which affords, from St. Boniface, a pleasant view of the rivers and of the city.

The religious edifices of the locality all in a row, parallel to the river, present a pleasing scene, complete and comfortable, whether viewed from a passing steamer, the opposite shore, or the immediate passer-by. These edifices are six in number; the first is the college of St. Boniface, surmounted with its nice cupola, and in which 60 boys receive good education, not only in English and French, but even in classics.

The second edifice is the Archbishop's residence; a good dwelling-house, built of stone, having in front, walks planted with trees. Then comes the Cathedral; a building of beautiful stone and fine design; far superior to any church northwest of St. Paul. The organ is really a beautiful instrument and such as to astonish, at such a distance from what is generally termed the limit of civilization. The organ was built in Montreal, by Mr. Mitchell, purchased by friends of Archbishop Tache, in Lower Canada, and presented to him four years ago, on the 25th anniversary of his election as bishop.

The fourth edifice, to the south on the row, is St. Boniface Academy, for young ladies. This establishment is conducted by the Sisters of Charity, in which there are over thirty boarders, and an aggregate number of eighty pupils.

Next comes the Convent of St. Boniface, where the Sisters kindly support some orphans or poor girls, aged and infirm women, whence they visit the sick at home and perform a considerable amount of other charitable and useful work.

At a few hundred yards from their residence the Sisters purchased in 1877 a nice house, where they have their hospital.

This new acquisition completes for St. Boniface a full set of educational and charitable institutions, all directed and mostly supported by the Archbishop, assisted by his clergy and the Sisters of Charity.

It is evident that the Roman Catholic church has done a great deal of work here, and that its staff spared nothing in their power for the advancement and the comfort of those within their reach.

The college boys have a splendid band of their own and the young ladies from the Academy, in the public concerts, give evidence of their good training in music.

Among the principal citizens of the beautiful village of St. Boniface are the Honorable M. A. Girard, senator of the Dominion of Canada, the Honorable J. Royal, Minister of Public Works for the Province of Manitoba, the Honorable J. Dubuc, Member of Dominion Parliament, and Mr. Thomas Spence, clerk of the Legislative Assembly.

CHURCH OF ENGLAND.

Just outside the northern limits of the city is Bishop's Court, the residence of the Bishop of Ruperts Land, the Metropolitan of the Church of England Ecclesiastical Province of Ruperts-land. Near the Bishop's residence are St. John's Cathedral; St. John's College which is one of the colleges of the University of Manitoba; St. John's College School, for boys; and St. John's College Ladies' School. Connected with these Institutions, is a valuable block of nearly one thousand acres.

The first clergyman of the English Church, the Rev. John West, came in 1820, and made here the commencement of the first church and the first school. From this beginning mainly through the efforts of the C. M. S. for the Indian tribes, aided latterly by the help of English Colonial Societies, the Church has grown so that now it consists of four Dioceses under the Bishop of Ruperts Land, Mevosnee, Saskatchewan and Athabasca.

In the Diocese of Ruperts Land there are now 27 clergymen, of whom 21 are in the Province of Manitoba. There are also 7 or 8 Missions in the Interior of the Diocese in charge of catechists. There are two Church Parishes in Winnipeg—Holy Trinity, under the Rev. O. Fortin, B. A., as Rector, which has a large new church and is self supporting; and Christ Church which has also a new church but small under the Rev. Canon Grisdale, B. D., one of the clergy of the mother parish. Part of the extreme west of the city lies in the parish of St. James, which is under the Rev. D. C. Pinkham, the church being without the city. Part of the extreme North still remains in the Mother Cathedral Parish of St. John. St. John's Cathedral is a Collegiate Church under a corporation consisting at present of a Dean and Six Canons, but of these only two of the Canons have at present the required endowments. The Bishop is Dean and the endowments of other two Canonies had been commenced.

The school commenced by the Rev. John West rose to importance under an able master the Rev. John Macallum, M. A., and after various vicissitudes has reached its present growth as St. John's College with its various schools.

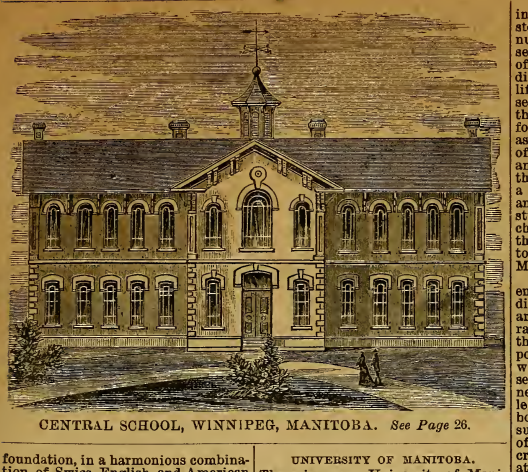
There are a limited number of rooms for Theological students, but no rooms at present for general university students, exccpting for those that have been in St. John's College School. But as soon as all burdens are removed from St. John's College School for boys, and the St. John's College Ladies' School, there will be an effort made to erect buildings for the Theological and University Students of St. John's College.

The St. John's College School for boys, receives between 50 and 60 boarders and has also some day pupils, but the applications for admission for boarders have for two or three years been considerable more than could be met. It has a full staff of teachers every town being under a separate teacher, so that if there are rooms for boarders, it could receive at least double the present number of boys.

St. John's College with St. John's College School, is governed by a council under statutes given by the Bishop and sanctioned by the Synod. It is a chief meterological station for the Dominion of Canada, superintending a number of stations in the Northwest Territories.

The St. John's College Ladies' School is a new institution. The school is under Miss Hart Davies as principal, and has a staff of governesses and masters that will be increased as may be required.

It is built of solid brick, with stone



CENTRAL SCHOOL, WINNIPEG, MANITOBA. *See Page* 26.

foundation, in a harmonious combination of Swiss, English, and American Gothic, with mansard roof, having four floors, finished throughout; the size is 45x54 ft., with projections on four sides.

The internal arrangements are complete in every respect, the whole building being heated by hot air on the latest improved system, one patented by the architect. There is also a complete system of water works supplying the dormitories and closets throughout. This will also be a safeguard against fire, as a hose can be attached on each floor.

It has accommodation for thirty pupils and four lady assistants. Each floor is provided with the necessary closets and bath-rooms, fixed washstands, etc.

The Church of England is mainly indebted for this fine School to a very generous contribution by a clergyman in England.

By means of the endowments that have been secured, the charges at these institutions are much less than at such first-class institutions generally in America.

The following for example, are the charges per term at the St. John's College School. The term lasts for 20 weeks—there being two in the year.

Fee for Tuition in English, Classics, Mathematics, including Surveying and Mathematical Drawing, French and Vocal Music	$15 00
Instrumental Music	5 00
School Library	50
Boarding for boys under 16	30 00
Boarding for boys over 16	90 00

It need scarcely be added that the raising of these Institutions in this young country, is the result of great and continued effort. With some additional help they could be made very efficient. The Bishop is particularly anxious that scholarships should be founded at them, both to encourage deserving and promising students, and especially for the benefit of the sons and daughters of the clergy.

A comparatively small sum given in this way would materially strengthen the Church, and cheer the Missionary in his struggles to build up the church in new districts, where the people can do little.

UNIVERSITY OF MANITOBA.

There is now a University of Manitoba consisting of three colleges, St. John's, St. Boniface and Manitoba, and likely bye and bye to have more connected with it. The University to be governed by a council consisting of a Chancellor and Vice Chancellor of Representatives for each of the Colleges, three Representatives elected by the Convention of Graduates, and two Representatives of the Board of Education. The Bishop of Rupert's Land has been appointed Chancellor, the Hon. J. Royal, Vice Chancellor, and the other members of Senate are now being elected. Degrees in arts, sciences, law and medicine will be given by the united university, but power has been given to the several colleges, with the consent of the religious bodies they are connected with, to establish separate societies of theology. The Council of St. John's College has accordingly under this act, with the sanction of the Diocese Synod of Rupert's Land, established a Faculty for the examination of candidates for the degrees of B. D. and D. D.

THE PRESBYTERIAN CHURCH IN CANADA.

This church is represented in the northwest by the Presbytery of Manitoba. The territory occupied by this presbytery is very extensive, embracing the whole Canadian northwest. There are, connected with the presbytery, thirteen ministers, and three catechists. The number of congregations with settled pastors, is four; of vacant congregations, also four; of mission stations, twenty-two; making in all, forty-three places where services are regularly held. The number of families connected with the congregations and mission stations of the church, exclusive of Indians, is about eight hundred; of members in full communion, about seven hundred and fifty. There are also four Indian schools connected with the presbytery.

The most important educational agency of the church in the northwest is

MANITOBA COLLEGE.

This institution is situated in the city of Winnipeg. It was established in 1871. Since that time, it has made steady and substantial progress. The number of students in attendance last session was forty-three. The course of instruction, while preparing for ordinary commercial and professional life, it's also for passing the junior and senior matriculation examinations in the principal Canadian universities; for matriculation in law or medicine, as well as for entrance on the courses of agriculture and civil engineering, and for beginning theology in any of the Canadian colleges. There is also, a complete course given in theology and its cognate subjects, to young men studying for the ministry of the church. It is intended also, to adopt the course of instruction in the college to the curriculum of the University of Manitoba, just established.

While the college buildings at present occupied, are sufficiently commodious for immediate necessities, they are intended to serve merely a temporary purpose. It is the intention of the college board to erect, as soon as possible, permanent buildings, for which a suitable site has been already secured. For this purpose it will be necessary for the friends of the college to come to the assistance of the board with their subscriptions. The support accorded in the past has been of the most generous and liberal description; but the growing attendance at the college will soon render greater accommodations absolutely necessary, and call for greater efforts from all who desire to promote the interests of the church and the cause of higher education in the northwest.

General Staff of Instructors in Manitoba College.—Rev. George Bryce, M. A., Professor of Science and Literature; Rev. Thomas Hart, M. A., Professor of Classics and French; Rev. James Robertson, Lecturer on Systematic Theology; Rev. John Black, D. D., Lecturer on Biblical Criticism; Mr. Alexander Ferguson, Elementary Tutor.

Officers of the Board of Management.—Hon. A. G. B. Bannatyne, Chairman; Rev. Professor Hart, M. A., Secretary; Duncan Macarthur, Esq., Treasurer.

College Senate.—Rev. Professor Bryce M. A., Chairman; Rev. Professor Hart, M. A., Secretary; Rev. John Black, D. D.; Rev. James Robertson; Rev. Alexander Matheson.

It may be added that while the college is connected with the Presbyterian Church it is, in its regular and commercial courses, perfectly unsectarian in character.

METHODIST CHURCH OF CANADA

Has fifteen ministers and one native assistant, about 2,000 members in good standing, 70 different preaching places, 24 sabbath schools, about $20,000 expended during the year ending May 1876, by the missionary society in sustaining missionaries, furnishing schools, &c. Several more missionaries have been asked for this year. The work is divided into two districts. One embraces the province of Manitoba and Keewatin and several missions in the north and is called Red River district. The other called the Saskatchewan district, embraces our work in the N. W. Territories. Each district is presided over by a chairman. The chairman of Red River district resides in Winnipeg and the chairman of Saskatchewan at Bow Mill, N. W. T.

PEACE RIVER.

Before closing my remarks about the resources of Manitoba and the Northwest I would add that Professor

MANITOBA COLLEGE, WINNIPEG, MANITOBA. *See Page* 21.

John Macoun, the government botanist, who has crossed the continent twice expressly to make inquiries into the floral and geological formation of the Northwest, especially in the Peace River district, which is to the north and northwest of the Saskatchewan, beyond the Athabasca river and east of the Rocky Mountains, was examined at great length by the Parliamentary committee on immigration. During the examination he gave such proofs of his knowledge that none doubted the truth of his assertions. This valley is between latitude 55 and 59 and longitude 115 and 122 west from Greenwich. The Professor found that the entire district along the Peace river for a distance of

760 MILES

in a belt 150 on each side, was as suitable for the cultivation of grain as that of the province of Ontario (or Upper Canada.) He has brought samples of wheat weighing 68 pounds to the bushel and of barley weighing 56 pounds to the bushel. The climate was even more suitable than in Ontario for there were no wet autumns or frost to kill the young grain. The plants that he found in that region were the same as

THOSE ON LAKE ERIE,

and further discoveries satisfied him that the two areas were similar in every respect. The ice in the river broke up in April. Stock raising was not difficult because the grass remained fresh and green up to the very opening of winter. He had seen thousands of acres of it three and four feet long on levels 200 feet above Peace River. He had tested the temperature, and showed by figures that the average summer heat, throughout that entire district and way to the north of the Peace river valley, was similar to that of Toronto and Montreal and much higher than that of Halifax. He was positive that the climate was uncommonly suitable for agriculture. Besides the peculiar excellence of the country for cereals he had found thousands of acres of crystalized salt, so pure that it was used in its natural state by the Hudson Bay Co.

COAL

abounded in the richest veins and was so inter-stratified with hermatele or iron ore yielding 50 per cent that no locality could be better for manufacturing. Thousands of acres of

COAL OIL FIELDS

were found, the tar lying on the ground being ankle deep; miles and miles of the purest gypsum beds cropped out of the river beds; coal beds abound along the eastern slopes of the Rocky Mountains and extend in large seams throughout the country. In short, Prof. Macoun believed the northwest to be the richest part of Canada, prophesied that it would yet become the homes of millions of people, prosperous and happy. It might be well to state, that this committee was not made up entirely of believers of the human sustaining resources of that section or the northwest generally, by any means, but the Professor submitted such a very full collection of the

FAUNA, FLORA, MINERALS, SOILS,

etc., etc., of that section, with such full data, that belief took the place of doubt. I am informed that this, with other similar collections, can be found in the proper department at Ottawa. In speaking of salt I would say that previous to the connection of Manitoba by steam with the States and Canada, all the salt they used was made near Lake Manitoba, but their appliances being rude, and distance considerable, its manufacture is not at present continued, though salt springs of remunerative strength still exist there, and soon its manufacture may be recommenced with the cheaper facilities of modern and complete conveniences.

WHY HAVEN'T WE KNOWN AND HOW DO WE KNOW?

Perhaps some readers may wonder why it is that the great and magnificent country embraced in Manitoba and the Canadian Northwest has only just been discovered, and how it is known that the statements herein made are correct.

Want of space alone forbids this being answered fully. Briefly it is this: From 1670 to 1870 this whole section was held in complete vassalage by the Hudson Bay Co., and especially so since its absorption in 1821 of the Northwest Co., its previous competitor. No white man could be in all this great territory ten days without their knowing it. The real missionary of civilization, the free-trader, was not allowed in their domain. Their policy was to keep it a "terra in cognita." That is why we did not know about it.

Through the purchase of their charter by the Dominion Government, under the Premiership of Sir John A. Mc Donald, and the immense surveys begun by his government, mainly for the Canadian Pacific Railway, supplemented by further scientific and private explorations (the country being thrown open to free trade and travel) the real truth has begun to be known about it.

Manitoba has a very fine

AGRICULTURAL SOCIETY.

I have before me the prize list for the Fifth Annual Exhibition, which was held last October. The premiums amounted to about $3,000, and competition being opened to the entire Canadian Northwest, the display was very full and gratifying to all interested, and was a pleasant surprise in the quality, as well as quantity of articles exhibited.

While Manitoba has hitherto been considered and treated as a Northwestern or prairie region, I would say she also lays claim and presents proof as being also

A MARITIME PROVINE,

by means of the navigation offered through Hudson Bay. The following description of this great northern basin, is from an address of Sanford Fleming Esq., Chief Engineer of the Canadian Pacific railway:

"Any one by examining an orographical map of North America, will notice that a great continental plain stretches north and south between the Gulf of Mexico and the Arctic Ocean. It is bounded on the western side thoroughout by the Rocky Mountain Range and on the eastern side in part, by the Appalachain Range. This great plain occupies the whole of North America, between the eastern and western mountain ranges. Its river systems are divided into three distinct drainage basins, one south into the Gulf of Mexico, another north into Arctic Waters and the third, east into the Atlantic through the St. Lawrence River. Of these three basins the St. Lawrence is far the smallest in area, while the northern basin is fully as large as the other two put together. The divide between the northern and southern basins, approximates near the international boundary between Canada and the United States."

The northwestern part of the State of Minnnesota is in this valley. This part of that State has by far its finest wheat lands. Northeastern Dakota is also in this same basin, its wheat value and rapid settlement equals if not exceeds that of Minnesota. Consequently, it is a part of and sympathetic with the northern basin. The outlet of a large portion of the wheat belt of this basin—*the largest in the world*—is through

NELSON RIVER TO HUDSON BAY,

from the mouth of which river it is nearer by a considerable distance to Liverpool than the Port of New York to Liverpool. The direct western portion of the system of navigation of the southern part of this basin and south and southwest portion of the same system in the Red and Assineboin Valleys, meet at a common point at the northern end of Lake Winnipeg, a distance of some 370 miles from Hudson Bay, via the River Nelson, at a point 710 feet above the sea level. The distance, 370 miles of river, is about the same as from Buffalo to Troy, New York, (350 miles) the two termini of the Erie Canal, while the elevation to overcome is approximately the same viz: 710 feet to 654 feet

and 564½ feet by the Welland and St. Lawrence canals. By the

REPORT OF PROF. H. Y. HIND

made before the Committee on Agriculture and Emigration, at the last session (1878) of the Dominion Parliament, an amount of facts, founded on careful and long research, was given that carried conviction of the practicability of ocean navigation through and out of Hudson Bay, approaching in duration to nearly the same time as the navigation of the Great Lakes, at least the Lake Superior portion thereof, especially if maintained by steam vessels, specially adapted to that navigation. This would not only afford a grain route *out*, but the emigration route *in*, to this great and desirable section. Though the formal report that Prof. Hind had prepared before going before this committee has been since published, it does not embrace one half of the practical facts brought out in the rigid cross-examination he underwent in the three days he was before them, from the questions of individual members and others.

Of the many who were present during the days he made this report and underwent the rigid questionings of those present, who were the most skeptical, as well as those who while not favorable were willing to fairly receive any truths, there was not one but that felt convinced of at least this, "that there was something in it." It being my good fortune to be among those present, I am frank to confess such was my conviction, wild as I had hitherto considered such a scheme. There seems to be little doubt but that at the present session of the Dominion Parliament, measures will be taken to demonstrate in a greater or less degree, the practicability of the scheme then so fully and reasonably sustained. Should such experiment demonstrate its feasibility, the effect of such an outlet upon this Canadian Northwest would be apparent to every thoughtful mind, without any suggestions of mine.

ENLARGEMENT OF MANITOBA.

Is it not reasonable to suppose, that the area of this little Province, as at present organized, not equaling in size some of the counties in the older Provinces and in many of the States, will soon be enlarged, both on grounds of executive economy and for other political and practical reasons? Should such an enlargement be made, taking the International boundary for its southern line, the 105th degree of longitude for its western line, the 60th parallel of latitude for its northern and the waters of Hudson Bay and the western limits of Ontario for its eastern line, then would this great and common island system of navigation of the Red, Assinboin, Lake Winnipeg, the Saskatchewan and by railway connection with the Athabasca, Peace, etc., united in the Nelson River and Hudson Bay route, be under one harmonious legislation. This would seem to be but a fair and just arrangement for this Province, to give it

A NAVIGABLE PORT

as an outlet, and prevent much unfavorable legislation that might occur, were its navigation system under the charge of perhaps competitive legislation. Such an enlargement as above suggested, would be most just, as by the terms of the recent settlement of the western boundaries of Ontario, Manitoba is thus cut off from any reasonable chance of any Lake Port of its own, for the shipment of its products. Should the seeming justice of this enlargement be carried out, giving boundaries as approximately described, Manitoba would then become a

MARATIME PROVINCE,

very similar in its position, with Hudson Bay navigation, to the State of Louisiana with the navigation of the Gulf of Mexico; as a grain and emigrant route, by its cooler atmosphere, with much in its favor over the torrid temperature of the Gulf route, besides leaving a properly portioned area for another Province west of the 105th degree of longitude, east of British Columbia and south of the 60th parallel of latitude, with the present territorial capital of Battleford, well within its limits, for awhile at least, to remain its political centre.

MARKET AND CITY HALL, WINNIPEG. *See page 26.*

CAUSES THAT ARE FORCING EMIGRATION WEST.

Right here I would say that want of space alone prevents my giving an array of facts bearing on this subject that would be a surprise to most of my readers. Hence do not think because I may make only assertions that it is from a want of a convincing amount of facts that they are not given here.

A great portion of the population in the older States is seriously and permanently affected by the constant introduction of new

LABOR-SAVING MACHINERY.

This holds good in the various manufactures of metals, as well as textile fabrics—cloths, etc. In fact there is not a single branch of manufacture in which labor-saving machinery is not being constantly introduced. Many branches in the last ten to twenty years have been entirely revolutionized. This is especially so in the manufacture of clothing, boots and shoes, etc. I will confine myself to the mention of a single instance to show what a change is taking place in manufacturing.

At a Social Science Convention held in May last (1878), at Cincinnati, Ohio, to consider this labor question, the proprietor of an old and large woolen factory in the city of Philadelphia read a paper on this subject, in which he said that, during the last five years, such had been the improvement in woolen machinery introduced into their mills that with the same productive capacity, 50 per cent or one-ha f of the former number of their operatives in 1872 had been supplanted.

Similar statements were the e made by all kinds of manufacturers throughout the States; and still new and improved machines adapted to all kinds of manufactures are constantly being invented and put in use. As a result, at least one-third of the present number of mechanics and factory operatives must go elsewhere.

The poorest feeling men in the States for the past five years have been those whose property was in cash. They have not dared to touch real estate, mortgages, railway, bank or insurance stocks, with rates of interest constantly growing less, until it now seems as though 4 per cent would be all they could get for amounts of any size. As evidence of this see the amount of our 4 per cent United States bonds taken, mainly by our own people, in the first 60 days of this year, fully $250,000,000. Hence

THE CAPITALISTS

are now looking for desirable Western points, to come with their families and capital. In Manitoba interest when not mentioned is six per cent, but it can be written to twenty per cent and be lawful.

By the building up of large and small wholesale centres all over the West, and the customs bonding system, whereby foreign goods landed at our ocean ports can be transported in bond to custom houses in our Western cities before paying the duties, and other causes, among which are through rates of freight to and from Western cities to Liverpool and other European ports, the area of country formerly tributary to the wholesale trade in our seaboard cities is being restricted so that at least one third of

THE WHOLESALE MERCHANTS

in those cities are now looking for new trade centres, and where can they find them but in the new and growing West and Northwest?

These facts, briefly mentioned, show that all classes, the capitalist, merchant and laborer, in the old States, are anxiously wishing to make changes, not only of their business location, but their families and homes. I regret that I have not the space to speak of the subject as fully as the question demands.

What holds good on this subject in the older States and Provinces of Canada also exists, in a greater degree if anything, not only in Great Britain

PACIFIC HOTEL. WINNIPEG, MANITOBA. *See Page* 28.

but all over Continental Europe, and the same result must and will follow, viz: A large proportion of the population must change their location.

Where can they safely take their families, in regard to health alone? Certainly not to the tropical, but the cooler temperate climate of the New World, within the United States or Canada.

WHO SHOULD COME?

Well, about the first men who should start are the English tenant farmers, who are paying to-day £3 to £8 ($15 to $40) per acre annual land rent. The population of the Island of Great Britain proper—England, Wales and Scotland—is about 22,000,000, while all the lands south of the extreme mountainous parts of Scotland are held by less than 30,000 landowners. What is the use of the farmer staying there, without the ghost of a chance of getting an acre, and paying such prices for farm lands to some one else, who does not thank you, but treats you as though he was doing you a great favor, when by coming to the Canadian Northwest the father and every one of his sons of 18 years and over can get a

FREE HOMESTEAD,

of 160 acres, for nothing, by simply living on it three years and making small improvements, and pre-empt (that is, get land on three years' credit without interest) 160 acres more, with also the privilege of making a tree-claim of 160 acres at no cost but the setting out ten acres of trees in six years? After that he can buy more land at four shillings or one dollar per acre. To give a better idea of the size of 160 acres of land I would say it is a

FARM TWO MILES AROUND.

A widow, the head of a family, be it more or less, has the same land rights in Canada as a male of 18 years or over. The Government that offers this is the same as the one you are now living under, and the same flag will be over you. It is the only part of the world under the British flag where you can get free prairie farms ready for the plow, and in a climate that for healthfulness far exceeds Old England.

THE CAPITALIST

should come, for he can get high and safe rates of interest, and make money in other ways, even if he does not want to farm. He can live in the larger places, where social, church and school facilities are good enough for any one.

THE MERCHANT,

especially the wholesale man, should come, because it is a new and growing country and will be much nearer profitable paying trade than remaining in the old cities.

THE MANUFACTURER

should come, because he is near the consumer, nearer raw materials, and, being where breadstuffs are raised, his operatives can live cheaper.

THE POOR MAN

should come, because in no way on earth can he get what we all covet—a home and self-ownership—so easily. From his homestead, which the Government will give all settlers, he will always be sure of a roof over his head and food for his family after the first year or two.

By the railways and other avenues of transportation that now have reached Manitoba, and will soon be all over the Canadian Northwest, can the settler soon have low rates of freight to Eastern markets for his produce, and these rates will always be getting less as new routes are opened up east from Manitoba. This is the universal experience of all new countries as they grow older, and for an especial reason why this will be so in the Canadian Northwest see the account of the superb water system, under the head of "Navigation," preceding this. A word more. Do not consider this a remote, out-of-the-way section, for the evening daily papers of Winnipeg publish the telegraphic English, European and United States news of the same day.

In no place is capital as safely remunerative, as in decided and fixed new sections. There is every thing to be done and the people there can, do and will pay higher rates of interest, than in older sections. What capitalists want to do is to come out, look at the country, find what places are fixed natural points and sure of a prosperous growth, then settle themselves and quietly watch their opportunities. In the mean time keep a close mouth as to whether they have any money or not, in other words keep their business to themselves, and opportunities perfectly satisfying to them will soon be presented. By so doing their opportunities for learning the true inwardness of any place will be increased and they will save themselves much annoyance that they will otherwise be troubled with. The class that new sections really present

GOOD OPENINGS FOR

are those men who are comfortably fixed themselves, who have a growing family particularly of boys, and who wish to have their families grow up and settle about them, which I think is natural to all parents. Now a days in old sections it is almost certain that the boys will stray away and most of them to the west. Now, it is much better for the father to sell out his high priced land, come to the new section, take up the cheap acres, homesteads &c., enough for all his boys, and thus enable them to grow up about the home nest; this is wiser and better for all, than for the sake of a few years more of present comfort to find themselves alone in middle life or old age with more or less of their sons drifting about away from them. While for the daughters there is no comparison between the two sections in the chances they will have to get husbands that can give them homes of their own, and all the independence that such possessions give them and theirs. Such men should come out and see if these things are not so. Educational facilities are attainable anywhere, if not, it is largely the fault of the settlers for the munificence of the school grant of Manitoba is ample enough for all, if rightly managed. Again the sons growing up with such surroundings and settled prospects, will escape much more of the foppery and unsettled views of life, than in older sections that show no openings except clerkships &c.

To those who, on reaching here will have nothing left but their hands, if they will bear in mind that to create a visible something, from an invisible nothing, is a divine power, and that the odds are against them though not as largely as in the old sections; and will accept and bear the disadvantages they labor under, be cheerful, hopeful, industrious and prove themselves reliable—such men are wanted everywhere and in no place more than in the new settlements. In such places this kind of men never fail this but few of them do so, hence the Northwest is not to-day short of good for nothings, and men of the latter kind coming out here will find but discouraging competition in that line.

MANUFACTURES

of all kinds will be wanted, and will have the great cost of transportion from present manufacturing centers, the customs, duties etc., as extra aids. The more primary or simple wants will need supply in the new sections and the more costly and nice, as they grow older. As all the people come from old, well settled and well furnished homes, so, too, will they have about them here, all those little home luxuries they once had, such possession and purchase being only a matter of time. But those who come thinking to live by their wits, I care not into what new section they may go, will find some there ahead of them who in that worthless employment can double discount them. For persons of delicate constitutions, or poor health, there is no place on this green earth where

they will live out all their days as here.

It does seem strange to me, that Manitoba and this great northwest does not fill up with greater rapidity than it does, when this fact is known; *it is the only section under the British flag, in which free prairie homes in the healthiest climate that flag waves over, are given*

A ROYAL GIFT

to actual settlers. There are surely thousands in Great Britain, sons of wealthy farmers and tradesmen, second and younger sons of the nobility as well as young Canadians who can come here and secure, in point of domain, an earldom.

Now, why don't they come? It must be because of their ignorance of the above fact. New Zealand gives every man that pays his own passage 40 acres, while if he wants any more it costs him a pound, or five dollars an acre. The Province of Victoria offers lands, first at auction at an upset or starting price of one pound per acre. Australia offers to any one having a lease from the government of a sheep run, the privilege of making a pre-emption of 640 acres, on which their buildings and other improvements may be, at the expiration of their lease, but he must pay the one pound per acre at the expiration of his pre-emption. While here he has his homestead right to 160 acres, free, his pre-emption right of 160 acres, his tree planting right to another 160 acres free, while if he wants any more, he can get it at four shillings or one dollar per acre. Write to the agent of Dominion Lands, Donald Codd, Esq., at Winnipeg, Manitoba, Canada, for a copy of the land laws and such other information as is desired, inclosing proper amount of postage stamps, and see if these things are not so. For sheep raising, Australia bears no comparison to this section, in healthfulness of the animal or fineness of the wool, and nearness to the markets of the world. While one does not have to run any of the dangers of isolation that he does in those distant Pacific sections. It is only 14 days from Liverpool to Winnipeg. Freight can come through this season in 20 days. While by telegraph one in Winnipeg can connect with his home in the British Isles or on the continent any hour, and for that matter, so he can for a thousand miles west of Winnipeg.

The climate here is a perfect

SANITARIUM OF HEALTH.

Acclimating diseases need not be feared, because they do not exist. Boys of 18 years old have homestead and pre-emption rights, so do married women who are the sole heads of families. What liberal chances are thus given to the British subject to obtain homes, under the same old flag their fathers and their forefathers have lived under. It is far more liberal and the lands are cheaper than in the United States. This brings me to the subject of

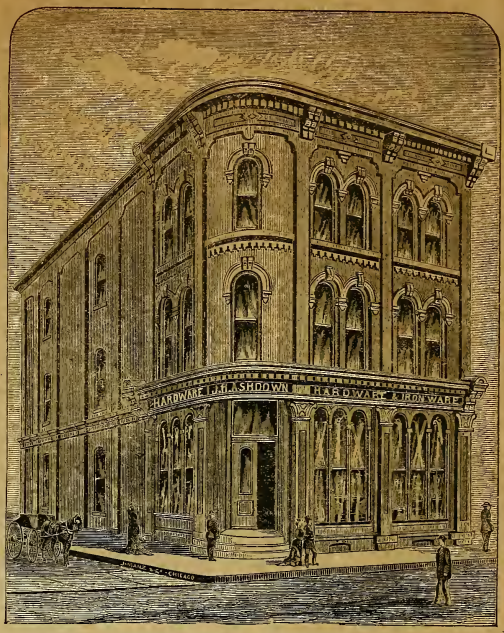
THE GROWING SCARCITY

of cultivatable public, or government lands in the United States. Much has been said on this subject, but the following is a short extract from a long article on this same subject from the New York *Tribune*, which speaks for itself and sooner or later it is a truth the people of the United States will have to face and admit.

The *Tribune* has always been a western or emigrating paper, though published in New York City. Its founder, Horace Greeley, was a man who in his day, was more familiar with the West and its resources and opportunities, than any other eastern editor. He was a most philanthropic man, and when applied to by the young men of the crowded east, as he very often was, was apt to give them the following advice, which has since grown to an axiom, "Go West, young man, and grow up with the country."

"The days of cheap, fertile farms for all who like to till them are very nearly over. The unoccupied lands of the Dominion are now the best on the continent, and the regions in which these are to be found are by far the most healthful and attractive. The climate of the south and southwest is to hot, and, in many places unhealthy for the full development of Anglo-Saxons, whether in physique or in mental energy and power. The valley of the Saskatchewan, and the regions beyond to the northwest, will soon be all that are left for the struggling millions fleeing westward and still westward for more room. It will take some time for these fertile regions to be also filled up, but no such long period that it would be impossible to calculate when it will have passed.

In the States the question is already a living one and passes for an answer: "What is to be done with the ever-growing population, with no new lands to which the surplus may always move?" By the end of this century the population of the States will be far on to eighty millions, and these will occupy substantially the same stretch of cultivatable fields which the present forty millions do."



ASHDOWN'S BLOCK, WINNIPEG, MANITOBA. *See Page* 27.

THE ROUTES

to Manitoba from the States. Where an all rail route is desired, take any of the railway lines coming to St. Paul, Minnesota, then the Saint Paul and Pacific Railway, the only railway forming a connection with the southern branch of the Canadian Pacific Railway to Winnipeg; or, one can take the Wisconsin Central Railway at Chicago or Milwaukee to Lake Superior at Ashland, and then by boat, close connection being always made, 70 miles to Duluth, there connecting with the Northern Pacific westward to Glyndon, where the N. P. crosses the St. P. & P. Those from the States desiring to go by lake, can take a daily line of steamers from Buffalo, that call at Erie, Cleveland, Detroit, Sault St. Mary, Marquette, etc., to Duluth, or by Canadian lake steamers also to Duluth.

The Canadians desiring all rail would take the International and Grand Trunk Railways to Toronto at least, and then take the choice of either continuing on the Grand Trunk or take the Great Western Railway via Hamilton and the many beautiful cities and towns to Detroit, where the Grand Trunk also runs, both railways from there going to Chicago over that "boss" railway of the States, the Michigan Central, and so to St. Paul. Or, Canadians desiring to go by lake can, at Toronto, take the Northern Railway to Collingwood, 80 miles, and there boats through to Duluth; though they can make connections with either another Canadian line or the American lines from Detroit or Sarnia by either the Grand Trunk or Great Western Railways, as above. But by taking the Collingwood boats bad weather on Lake Huron is obviated and much fine scenery obtained,

MERCHANTS' BANK OF CANADA, WINNIPEG, MANITOBA.

as the latter line runs through the bays and among the islands that lay along the eastern and northern shores of Lake Huron instead of running out into and through the middle of the lake as the boats of the other lines do.

THE CITY OF WINNIPEG

was incorporated by act of Parliament on the 8th of November 1873. The first election for Mayor and Aldermen was held on the 5th of January 1874 Francis Evans Cornish was elected the first mayor. The present Mayor, Alexander Logan, Esq., was elected last January, as were also the following Aldermen: J. H. Ashdown, W. F. Alloway, S. Blanchard, E. G. Conklin, Alex. Brown, A. F. Eden, Mark Fortune, J. B. More, Alex. McArthur, Robert Strang, D. Young, A. Wright.

The present efficient city clerk, Mr. A. M. Brown, was the first regular city clerk, he having been appointed on the 2d of February 1874. The sound condition of the city, its peace and good order, show that its management is in good hands, and that its police is not excelled by any city in the States or old Provinces. It is in fact something wonderful when we consider the great numbers of traders, their assistants and drivers, that only come in where the dissipations of civilized life are obtainable once in one or more years. During the nearly seven weeks of my visit, in 1877, right in the heighth of their distant trading season, I never saw a single street fight or knew of a single drop of blood being shed.

The City Government is divided into the following

DEPARTMENTS:

Finance, board of works, markets, licenses and police, fire, water and lights, fire inspector, board of health, cemetery committee. His Worship the Mayor is ex officio member of all the committees, and he looks after them well. The department I noticed with the greatest pleasure was that of fire, water and lights, having in charge the Fire Department, which is very efficient, consisting of two fine Silsbee Steamers, four hose reels, 2,000 feet of the best 8-ply rubber hose, a hook and ladder truck complete. The brigade consists of 45 men. The two engineers are constantly on duty as well as the horses. Seven large tanks are scattered about its business streets, beside their never failing river supplies. These tanks are kept constantly filled and are never allowed to get low or empty. Fighting fire with them is a vital business and they provide themselves accordingly. Their business streets are now becoming very much protected from any extended fires, by the frequent erection of substantial brick blocks, of which we give quite a number of views, though not all by any means. We give an engraving of the beautiful new engine house, over a part of which the first and second engineers will reside. Few more complete fire department buildings than this, are to be found in any city. The public schools of Winnipeg are an honor to her. I see by the last City Auditor's report that there was paid nearly $6,000 for their support in 1876. In 1877 they built two very fine school buildings, of one of which we give a fine view. It has a fine four-acre lot, the building itself is of brick, and cost some $9,000. Its architecture and interior arrangement are very fine. They have also built another smaller one, that has a nice playground of half an acre. This cost some $4,000. It is of the same fine architecture. The distance which the people of Winnipeg at present feel themselves to be from the old-established educational institutions of the East, and a desire to have their children educated at home, make them unusually a live to the early providing of this great privilege. These city schools are free, and it should be borne in mind are in addition to the colleges heretofore spoken of, views of which we also give our readers. The city churches are numerous, and though as yet of rather plain architecture, as became the means of those who built them, are still neat and in good repair, and what is more, are well filled, all having quite flourishing Sunday schools. The people of Winnipeg are great church-goers, and no old city shows a better Sabbath observance.

The Presbyterians are just finishing a very handsome brick church, with a beautiful spire. Its architecture is very choice and harmonious in its proportions and ornamentation, a credit to its architect.

The Catholics are about erecting a church that will be, I am told, much finer even than the Presbyterian.

The building improvements in this city last year (1878) were, at a low estimate, at least $200,000—included in which were many nice dwellings.

The population of Winnipeg in 1870 was, according to a census then taken, 253; in 1873 it was some 2,200; it now has a plump 10,000. Since I was there in 1873 I see a wonderful growth in every way. Then there were but two brick buildings; now there are scores of them, and of fine quality. Brick in ordinary seasons is cheaper than lumber. The evidence of this was the great number of small or cheaper dwellings that I saw built of them, besides the numerous business and public buildings. The Dominion government has built here some very fine brick buildings, of which we give some views. The custom house, the land office, the post-office, would ornament the streets of any metropolitan city. The city hall and market, of which we give a view, is a fine, substantial brick building, that cost some $65,000. The lower floor is used for the council room, city offices, lock-up and market, while the second floor has a very fine hall, also rooms of the Young Men's Christian associations. Few young cities are so well and liberally side and cross-walked.

The street views of to-day, which we give our readers, particularly, when compared with a view of the *same space* taken in 1871, will show better than any words of mine the wonderful growth of this marvelous young

GATE CITY OF THE NORTHWEST.

Then there are the closely-built blocks of business houses. The largest dealers are of course the Hudson Bay Company, who have their main depot of supplies in this city, the same being in Fort Garry, on the north bank of the Assineboine, at the foot or south end of Main street.

LYON'S BLOCK.

THE PRIVATE MERCHANTS

of this city embrace many who in point of capital, business ability and amount of business transactions will be a surprise to any visitor. I have space to mention only a few of them, and, in doing so, I claim they are as much the exponents of the resources of the country as the farmer or manufacturer. The one standing confessedly at the head is

W. H. LYON,

exclusively wholesale groceries, a view of whose fine block is presented herein, and who in amount of sales is claimed by many to very nearly equal the H. B Co Mr. Lyon was born in the state of New York, and came here "to fortune and fame unknown," in 1859, bringing willing hands and a determined mind. He began a trade in furs in 1860 and in 1863 went into general merchandising, in which he continued until 1877, when he went into exclusive wholesale groceries, which business he looks to increasing largely. It at present extends from Fort McCloud 1200 miles west, to Ft. Francis 250 miles east and north as far as any private trade. Beside these two stores, which are 56x80, with basement complete, he has several warehouses, giving a very large storage capacity, that at all times he keeps full and active. He has never been in public life (save in the City Council, where his cool, practical head has done much towards putting the city in its present sound financial condition), but has stuck right to business, though no one is more prompt to respond to any public movement. He is square, prompt and energetic in business, quick in trade and all business actions. He stands on the threshhold of a magnificent trade, favored with a strong physique, of a genial, even nature and is a man that will wear well and always win and hold friends, which is the one great secret of mercantile success. He sells a large amount of goods in Northern Minnesota and Dakota, ordering from the United States markets direct to that section.

In passing down Main street, the most prominent business block that meets the eye of the stranger is the fine brick store of

J. H. ASHDOWN,

who is the pioneer by some two years in the hardware, stove and tin business, which he started in a small way in 1869. He came by the old trail from St. Paul, Minnesota, nearly 600 miles, bringing his stock in Red river ox carts, then the only means of transportation for the entire distance. He was 20 days on the route, walking nearly the entire distance. Shortly after commencing business, he built a large frame store of two stories. Sticking right to business, without a partner, such was his success that in '75 he built his present fine block which will be doubled the present year and be used as show room for stoves, harvest tools, gas fittings, etc., and the rear room for bar iron and other heavy goods. The size of his store will then be 56x100 feet, three stories and full basement. He has several warehouses besides. Besides his present building, which he occupies fully, he has two large separate warehouses and two vacant lots covered with reapers, mowers, horse rakes and plows, while the buildings are filled with every thing in tools, hardware, iron, nails, naval stores, paints, oils, stoves &c. The sales room and offices on the first floor of his brick block are nicely fitted up and convey a correct impression of the immense business done by him. The basement is filled with extra stoves and nails, the second floor with shelf hardware in stock, the third floor with tin and sheet iron stock, also as work shop for making stove pipe and stove trimmings and tin ware generally, of which his sales are very large for both family and camp use. Mr. Ashdown, though still young, being under 37 and in possession of very ample capital and fine health, feels as though he was only just getting well started has eschewed active politics, never speculated in real estate or any thing outside, but accumulated his capital and trade by a very conservative and strict adherence to his legitimate business.

STOBART, EDEN & CO.

were originally started as a commission agency for the private traders here, of the London, England house of F. E. Kew & Co. Mr. Kew first visited this province in 1862, though he had previously been doing a large order and commission business for the traders in the northwest. To facilitate his business transactions, he that year established an agency in St. Paul, Minnesota, but in 1870 he removed it to Winnipeg. In 1874 Mr. D. W. Stobart became a resident partner here, and they enlarged their business to a general stock of dry goods, groceries and crockery. That same year Mr. Stobart took charge of a large trading expedition through the west, established several trading posts, with headquarters on the Saskatchewan. In 1875 they bought out the retail trading and outfitting business of Owen Hughes & Co. Mr. Hughes was employed by this firm to proceed north to establish trading posts to the north of Lake Winnipeg, along the Nelson river to Hudson bay, which he did, fixing his headquarters at Cross Lake, on Nelson river. In 1876 Mr. A. F. Eden took charge of the general management of the Winnipeg house. In Sept., 1877 Mr. Kew retired, Mr. Eden was admitted and the present firm established. This firm now has an immense trade through the above named sections, being the largest fur dealers in the Province outside of the Hudson Bay Company, while their general wholesale and retail trade at Winnipeg is very heavy. They still keep up their shipping and commission London agency under the change of Messrs. Fenwick & Co, Abchurch Yard, London, E. C. They occupy both of their brick stores from basement up—their dry goods store being 33x100, and their grocery and crockery store 26x70. Their offices on the 2d floor of the dry goods store, which has a handsomer retail room than any in St. Paul, are elaborately fitted up in fancy hard woods, etc. We present a view of their front, which is 59 feet wide.

Among the dry goods establishments of the city, the firm of

R. GERRIE & CO.

occupies a leading position, as the only exclusively dry goods firm in the Province. Their new store just completed, on the east side of Main street near the City Hall, a view of which is given, shows a character and business second to none in the Province; while their success and rapidly increasing trade is another example of what tact, enterprise and energy can do in a new country, supplemented with a due share of Scotch caution and shrewdness.

With a business record extending over 17 years, ample capital, and a first-class credit in Europe and the United States, they have been enabled to develop a large wholesale business, and to compete successfully in prices with eastern houses. Their direct English shipments frequently reach here in twenty-five days from date of shipment. With the great expansion of which the country is capable, it is safe to predict for this firm a prosperous career and brilliant future. Having been here since 1872, they have made large investments in land, all near the city, and, without question, are to-day the largest private

land owners in the Province. With these selections, made among the first, when prices were the lowest, they can now make especially favorable offerings to those desiring large tracts of one to two thousand acres each. Large farms, as successfully proved in the United States, show a much larger per cent of profit than is possible on small tracts. They offer the lands in lots to suit to only actual settlers, to whom liberal terms of payment will be given.

Among the city grocery firms that of

SNYDER & ANDERSON

stands among the oldest and most honorable. They came here in 1872. Mr. Snyder came from New York and Mr. Anderson from Chicago. The firm was then made up as it is to-day. Both have been raised in the mercantile business, and, by reliability in every way, have built up a business in groceries, crockery, provisions, etc., that gives full occupancy to two stores 25x90 and 25x60. Neither have ever been in politics—the besetting sin of business men, especially in new, live towns—but, by attending right to business, which is done in a most quiet way, they now have a fine trade, mostly city, that sticks to them.

DODD & CO.,

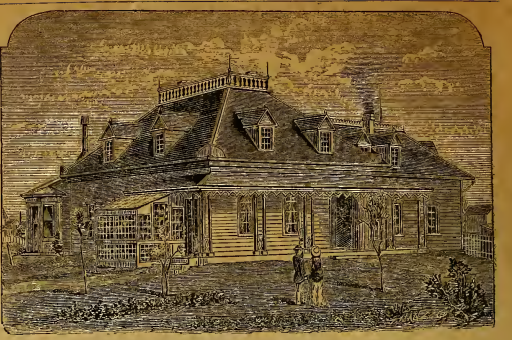
wholesale and retail dealers in boots, shoes, leather, shoe findings, etc., made up their present firm in 1875, the year Mr. McDonald came to Winnipeg, though Mr. Dodd had been here since 1872 They occupy a large store (20x80 with warehouse) nearly opposite the postoffice. They also manufacture quite largely, and do fine work, of which they make a specialty. A short time since they bought out the wholesale boot and shoe stock and trade of Higgins & Young. They wholesale quite extensively from the Lake of the Woods to Edmonton, on the Saskatchewan, a distance of over 1100 miles. Emigrants and new comers should look through their stock of both light and heavy work and fine ladies' wear.

BANKS.

Perhaps the greatest necessity for successful business enterprise, mercantile particularly, in either an old or new trade centre, is proper bank facilities. For so young a city, Winnipeg is remarkably fortunate in this respect, having three solid and substantial banks already. The leading one is a branch of the

MERCHANTS BANK OF CANADA.

Occupying a prominent position in the very center of the town, stands the handsome edifice belonging to the Merchants' Bank of Canada, an institution which was organized about 13 years ago, by Sir Hugh Allan, with whom was associated Jackson Rae Esq., who was general manager of this institution for a period of 12 years. Mr. Allan is the eminent steamship owner of Montreal, whose magnificent line of ocean steam ships have acquired a world-wide fame, and to whose indomitable perseverance and indefatigable energy, Canada owes more as regards her material prosperity, than to any other man living. This bank ranks in size and importance immediately under the B nk of Montreal, being the second largest bank in the Dominion, and having some 40 branches, besides agencies in New York and London. The head office is in Montreal. The general manager is George Hague Esq., a banker of very high reputation. The



RESIDENCE OF HON. A. G. B. BANNATYNE.

Merchants' Bank was the first chartered monetary institution in Canada, which established a branch in the northwest, having organized its branch in Winnipeg in 1872, under the management of Duncan Macarthur, Esq., formerly of the financial department of the Hudson Bay Company in Montreal, and its enterprise has fairly earned the large and increasing business which it does, and the high reputation which it has acquired, not only in the Province of Manitoba, but throughout the contiguous Western States.

The officers stationed at Winnipeg are Donald Macarther, manager; H. T. Champion, accountant; F. H. Morice, teller; A. R. J. Bannatyne, assistant; A. E. Hespler, ledger keeper; C. Germain, clerk.

The Bank of Montreal and Ontario Bank both have branches here.

THOMAS LUSTED,

came here in 1867. He at once began his present business, making the first wagons, buggies and sleighs made in the Province, from lumber cut by his own hand from the log. He now employs 10 men the year through and in the busy season more. All of the necessary smithing and iron work, painting &c., in making a carriage comp'ete is done in his factory. In establishing his business he has had many obstacles to overcome, beside those incident to pioneer manufacturing anywhere. But in his line the present customs tariff works much to his d sadvantage in that he is charged just the same rate of duty on raw or half finished material that he imports for his use as on wagons &c., complete. But his energy and the reliability of his work have built up for him, what really is the largest manufacturing establishment in the Province, outside of the lumber trade. Manitobians, if you would build up manufacturing in your midst and keep all your money circulating here, you should always, when you have a chance, patronize your home manufacturers.

This year he has added many of the leading makes of agricultural implements and machinery to his stock of wagons &c., all of which he sells at the lowest living figures. He is a man of very quiet ways, but of great energy and persistence and trusts by another year to so rebuild and enlarge his works that they will be an ornament among the industria' institutions of the city.

M'KECHNIE, M'MILLAN & CO.

are *the* foundry, machine, and blacksmithing firm of the city. They have a large engine, a good foundry, and a large amount of the necessary machinery, much of it suited to heavy work. At present their business is mostly repairing, of which they do a large amount, employing constantly some eight men beside themselves. They do engine, mill and agricultural implement work. They were making a quantity of small cars for Mr. Whitehead, the contractor on the Canadian Pacific Railway, when I visited their works. They are both practical skilled mechanics, of the best habits, workers of the hardest kind, and with ample capital will keep pace with the growth of the Province.

There are 13 steam flour mills in the province, also some dozen wind grist mills, but the latter are now almost entirely out of repair. There is also a fine steam flour and grist mill at St. Albert, some 500 miles up the Saskatchewan.

THE CITY FLOUR MILL,

D. H. McMillan, proprietor, makes straight and patent process flour, bran, meal and feed. It is both a custom and merchant mill; has a 100-horse power engine and four run of stones, which are kept in operation day and night the season through. It is well fitted with the latest machinery, and other runs of stone will be added as required. The foreman is from one of the oldest Minneapolis mills. The patent process flour which this mill is making is a credit to the Province. Manitoba wheat is especially adapted for that kind of flour. Mr. McMillan sees no reason why, with ordinary care, the flour of this Province should not soon be known on the Eastern and European markets.

The hotels of the city are both numerous and very good; but the

PACIFIC HOTEL,

patronized by His Excellency the Governor General and suite, of which John Haverty, the oldest present landlord in Winnipeg, is proprietor, takes the first-class travel every time. Its situation is fine, particularly in summer, being at the foot of Main street near the steamboat landing on the Assineboin River, and near Fort Garry

DEER LODGE—RESIDENCE OF HON. JAS. McKAY. *See Page* 11.

and a short distance from the Dominion Custom House and Land Office.

THE DAVIS HOUSE

is the oldest hotel in the city, and one of the largest, it having accommodations for 100 guests. The arrangement of the house is most convenient and easy. A large proportion of its sleeping rooms are retired and quiet. Its billiard parlor is by far the largest northwest of Minneapolis. It has six fine Brunswick & Balke tables. Mr. S. E. West, the landlord of the house, is the Canadian Northwest Agent for these leading United States billiard table manufacturers. Its location is most central, being on the west side of Main street opposite the head of Post Office street, near the Merchant Bank, Receiver General and Post Offices, and the principal business houses. For commercial travelers it is *the* location. It is the head office of the Railway and Steamboat Omnibus Line. A fine livery is also attached to it. The Hon. R. A. Davis, late Provincial Premier, the owner of this fine old property, will this year enlarge it by a brick addition 57x100 feet and four stories high, which will make it by far the largest hotel north of Minneapolis.

THE CARRYING TRADE

of Manitoba may be seen by the following statement of tonnage from season of 1873 by Red River steamboats : 1873—23 613,036 ; 1874—37,026,-200; 1875—76,078,680. This is but the dawning light of the future tradehere when additional railways and improved navigation, including Red Lake River Canal, heretofore spoken of, have added their developing influences. I cannot obtain, at present writing, the aggregate annual figures of the river tonnage since 1875. The Red River Navigation Company alone carried, both ways, in 1878, 29,108,079 pounds of freight and 13,290 passengers. But this represents only five of the fourteen boats in Red River. Besides, every year there are several hundred flat boats floated down, loaded with produce and merchandise, which after arrival are taken to pieces and sold for lumber. Large amounts of lumber and thousands of cords of wood from the States are also rafted down. Most of the merchants here who import direct from Europe—and there are many of them who buy there largely—now ship their purchases on through bills of lading at through freight rates to Winnipeg, and receive them usually in from 23 to 25 days from date of shipment.

THE DISTANCE

that trade comes to this city can hardly be appreciated by the stranger. I have seen and talked with traders from away up in the Arctic circle, from islands near the mouth of the McKenzie River, where it takes nine and a half months to make the trip one way, and where the days are three months long. Also from Edmonton, Bow River, Athabasca, and Peace River—9, 12 and 1,500 miles distant—besides from away down the Nelson River to Hudson's Bay. Over 4,000 Red River carts will be loaded here this season to supply this trade. It seems as though this fact alone, without mentioning any of the other items herein given, is enough to conclusively show that no young city ever was started that is a focal point of such immense areas of trade as this same city of Winnipeg.

AS INDICES OF CIVILIZATION

in this Province, I would say that there are 43 Protestant school districts with 1,600 enrolled children. There are 47 churches—16 Episcopal, 12 Catholic, 8 Presbyterian, 9 Methodist, 2 Baptist. There are 7 lodges of Masons, 3 of Odd Fellows, 6 Temperance lodges, 2 Base Ball, 2 Cricket, and 2 LaCrosse clubs, 2 dramatic and literary societies (the latter several years old), 4 social and charitable societies, such as St. Andrew's, St. Jean Baptiste, etc., and the Y. M. C. A., and several boating clubs.

The Manitoba Club is a very select association of 83 members, organized in 1874. Their club house is one of the most conspicuous buildings on Main street. It cost $6,500. Its members are very courteous and hospitable to strangers.

THE NEWSPAPER PRESS

of this northwest consists of the *Free Press*, *Standard* and *Le Metis*. The two former are English and are published in Winnipeg. The latter is French and is published at St. Boniface. The *Free Press* issues a daily and weekly edition. Its office is run by steam and is the most complete printing office west or northwest of Minneapolis. The *Standard* is an four page weekly and is the outgrowth of the *Manitobian*, which was begun in 1870. Its office has a very full outfit of type, presses, etc. Among the latter is the first printing press brought to the Province. The *Le Metis*, a weekly, is the organ of the French speaking population of the northwest. They number at least 25,-000. It has a complete job office attached to it. Space alone prevents my speaking of them all as I would like to. Where the attentions extended to your northwestern editor, from all of these offices, were so kind, generous and delicate, it would hardly be in good taste to particularize. Sufficient to say, they were such that their memories will ever be cherished and pleasant, and his wish is sincere that the prosperous business which they seem to have, be as continued as it is merited.

NATURAL CONCLUSIONS.

The great work and effort in starting a new community, in *planting civilization* in a distant wild, as this place was four years since, is largely overcome by the time it has a *fixed and permanent* population of 10,000 which Winnipeg now has. So has it now here churches, social, educational, commercial and mercantile facilities, capable of easy enlargement to accommodate ten or twenty times the present population. In brief, the *great work*, privation, hopes and fears, doubts and uncertainties, have been largely overcome in the building of a city of 50,000 or 100,000 here, in the already *estabtished* and provided for population of 10,000, so that those hereafter casting their lot here, will be largely relieved from the varied demands, and wear and tear of brain, that in the years now past, were so constantly attendant upon those who carried the many and heavier burdens of pioneer life. This city is able to offer most of the conveniences of old communities to those, and I believe they will be many the coming season who will come and build their homes and business here.

A RETROSPECT AND PROPHESY.

The permanent settlement of Canada antedated that of the United States, by several years. Since the close of the American Revolutionary War, 1783, Canada has been in a state of peace, constantly under the guidance and fostering care of a wealty, powerful mother country, with the world open for emigration to come within her borders.

Since 1783 the United States have had to play "a lone hand," against the whole world. Three large wars have taxed her resources of men and money. The last war was the largest in number of regular battles, men engaged, etc., that has occurred in the present century. The two former being with England in 1812, and Mexico in 1845. Yet out of them all has she come with honor to herself and the respect of all the world.

She has acquired by purchase, Louisiana of France in 1803 (which purchase embraced the entire Mississippi and Missouri valleys, from the Gulf of Mexico to Manitoba and west to the Rocky Mountains,) and Florida of Spain in 1810, (we will not mention the purchase of Alaska in 1867). Texas came by her own request of annexation in 1846, and California, by treaty

in 1848. By way of interlude, in the march of time, she has stricken off the shackles that bound 4,000,000 of human beings held in complete slavery. She has carried civilization across a continent nearly 4,000 miles wide and bound together the two ocean shores in bonds of iron, making the

PULSATIONS OF NATIONAL LIFE

harmonious by steam and electricity, through the whole length and breadth, north and south, east and west of this Great American Republic. During these years, she has solved and made an heretofore *unknown record* of rapid, christianized human development. In doing which, 'tis true, she has made some foolish experiments. This grand march has been made, without a single similar example. As a whole, it has been by peaceful means, with hard, honest work, guided by *free men, free lands, free homes and free schools* as the grand advancing causes. Now her successful, practical example is before the world. The States did not enter upon the period of their

RAPID GROWTH,

until about 1830, about which year, by means of steam navigation of the Great Lakes, the Ohio River and the opening of the National Road, (highway) built by the Government from Baltimore to St. Louis, she pierced the forest that originally was unbroken, from the Atlantic and Gulf of Mexico, to the eastern and southern boundary of the State of Illinois.

The period of her great growth began when her people struck the eastern edge of the great common, United States and Canadian Continental Prairie Belt. It is from the

THE FERTILE PRAIRIE,

subdued by civization, that the United States has grown, not only in her national resources, but her national greatness and power, that though young in national life as she is, makes evident, that in a near future she will soon be an unmatched national power. The population of the United States to-day, is from 47,000,000 to 50 000,000; that of Canada about 4,500,000.

No where else on earth can this exhibit of national growth be repeated, but in

THE CANADIAN NORTHWEST.

Nowhere else is there a sufficient area of generally fertile land, well watered by navigable streams and lakes sufficient for it.

Now that steam and electricity have removed the hitherto isolation of the old Provinces, from the magnificent area for many new ones, it is but

A NATURAL PROPHESY,

that a homegeneous people, common in their ancestry, speaking the same language, with an example before them in which every error made by their brethern can be avoided, can and will, successfully repeat the human advancement that has already carried hope, cheer and happy realization, to so many millions of hitherto, care-oppressed human souls. By the record of the past nearly one hundred years, during which time these neighboring nations have dwelt side by side without a drop of blood being spilt, 'tis safe to say, that they ever will, as heretofore, joined hand in hand, carry westward the twin stars of the Republic and Dominion and that to the North of the States, will soon develop a *"Greater Britain."*

TO YOU, SONS OF OLD ENGLAND, OF YOUNG CANADA

and of the United States, who are ready to take a man's part in life's real and remunerative actualities here, I know that many of you will come to make homes in this beautiful MANITOBA, (The "Spirit Straits" of the Indians) or perhaps still beyond her borders, in this *real*,

NEW NORTHWEST.

RESIDENCE OF J. H. ASHDOWN, ESQ.

Speech of the Governor General.

The following is a report of the speech of His Excellency, the EARL OF DUFFERIN, Governor General of Canada, at a *Dejeuner*, at Winnipeg, Manitoba, on September 29th, 1877, in reply to the toast, "the Governor General of Canada," coupled with the name of Lady Dufferin. His Excellency in rising to reply was received with loud and prolonged cheering. He said:

Mr. Mayor, Your Honor, Ladies and Gentlemen:

In rising to express my acknowledgements to the citizens of Winnipeg for thus crowning the friendly reception I have received throughout the length and breadth of Manitoba by so noble an entertainment, I am painfully oppressed by the consideration of the many respects in which my thanks are due to you, and to so many other persons in the Province. From our first landing on your quays until the present moment, my progress through the country has been one continual delight, nor has the slightest hitch or incongruous incident marred the satisfaction of my visit. I have to thank you for the hospitalities I have enjoyed at the hands of your individual citizens, as well as of a multitude of independent communities, for the tasteful and ingenious decorations which adorned my route, for the quarter of a mile of evenly-yoked oxen that drew our triumphal car, [applause] for the universal proofs of your loyalty to the Throne and the Mother Country, and for your personal good-will towards Her Majesty's representative. Above all, I have to thank you for the evidences produced on either hand along our march of your prosperous condition, of your perfect contentment, of your happy confidence in your future fortunes,—for I need not tell you that to any one in my situation, smiling cornfields, cosy homesteads, the joyful faces of prosperous men and women, and the laughter of healthy children, are the best of all triumphal decorations. [Great applause.]

But there are other things for which I ought to be obliged to you, and not the least for the beautiful weather you have taken the precaution to provide us with during some six weeks of perpetual camping out, for which attention I have received Lady Dufferin's special orders to render you her personal thanks—an attention which the unusual phenomenon of a casual waterspout enabled us only the better to appreciate; and lastly, though certainly not least, for not having generated amongst you that fearful entity, "a Pacific Railway question"—at all events not in those dire and tragic proportions in which I have encountered it elsewhere. [Loud applause.] Of course, I know a certain phase of the question is agitating even this community, but it has assumed the mild character of a domestic rather than of an inter-Provincial controversy. Two distinguished members, moreover, of my present Government have been lately amongst you, and have doubtless acquainted themselves with your views and wishes. It is not necessary, therefore, that I should mar the hilarious character of the present festival by any untimely allusions to so grave a matter. Well then, ladies and gentlemen, what am I to say and do to you in return for all the pleasure and satisfaction I have received at your hands? I fear there is very little that I can say, and scarcely anything that I can do, commensurate with my obligations. Stay—there is one thing at all events I think I have already done, for which I am entitled to claim your thanks. You are doubtless aware that a great political controversy has for some time raged between the two great parties of the state as to which one of them is responsible for the visitation of that terror of two continents—the Colorado bug. [Great laughter.] The one side is disposed to assert that if their opponents had never acceded to power, the Colorado bug would never have come to Canada. [Renewed laughter.] I have reason to believe, however, though I know not whether any substantial evidence has been adduced in support of their assertion, that my Government deny and repudiate having had any sort of concert or understanding with that irrepressible invader. [Roars of laughter.] It would be highly unconstitutional for me, who am bound to hold a perfectly impartial balance between the two great factions of the state, to pronounce an opinion upon this momentous question. [Renewed and long-continued laughter.] But however disputable a point may be the prime and original authorship of the Colorado bug, there is one fact no one will question, namely, that to the presence of the Governor-General in Manitoba is to be attributed the sudden, total, otherwise unaccountable, and, I trust, permanent disappearance, not only from this Province, but from the whole Northwest of the infamous and unmentionable "hopper," [loud laughter] whose frequent visitations for the last few years have proved so distressing to the agricultural interests of the entire region.

But apart from being the fortunate instrument of conferring this benefit upon you, I fear the only further return in my power is to assure you of my great sympathy with you in your endeavors to do justice to the material advantages with which your Province has been so richly endowed by the hands of Providence. [Applause.] From its geographical position, and its peculiar characteristics,

MANITOBA

may be regarded as the keystone of that mighty arch of sister provinces which spans the entire continent from the Atlantic to the Pacific. [Loud cheering.] It was here that Canada, emerging from her woods and forests, first gazed upon her rolling prairies and unexplored Northwest, and learned, as by an unexpected revelation, that her historical territories of the Canadas, her eastern seaboards of New Brunswick, Labrador, Nova Scotia, her Laurentian lakes and valleys, cornlands and pastures, though themselves more extensive than half a dozen European Kingdoms, [tremendous applause] were but the vestibules and antechambers to that, till then, un-dreamt-of Dominion, whose illimitable dimensions alike confound the arithmetic of the surveyor, and the verification of the explorer. [Continued applause.] It was hence that, counting her past achievements as but the preface and prelude to her future exertions and expanding destinies, she took a fresh departure, received the afflatus of a more Imperial inspiration, and felt herself no longer a mere settler along the banks of a single river, but the owner of half a continent, and, in the amplitude of her possession, in the wealth of her resources, in the sinews of her material might, the peer of any power on the earth. [Great cheering.]

In a recently remarkably witty speech the Marquis of Salisbury alluded to the

GEOGRAPHICAL MISCONCEPTION

often engendered by the smallness of the maps upon which the figure of the world is depicted. To this cause is probably to be attributed the inadequate idea entertained by the best educated persons of the extent of Her Majesty's North American possessions. Perhaps the best way of correcting such a universal misapprehension would be by a summary of the rivers which flow through them, for we know that as a poor man cannot afford to live in a big house so a small country cannot support a big river. [Applause.] Now to an Englishman or a Frenchman the Severn or the Thames, the Seine or the Rhone, would appear considerable streams,

but in the Ottawa, a mere affluent of the St. Lawrence, an affluent, moreover, which reaches the parent stream six hundred miles from its mouth, we have a river four hundred and fifty miles long and four times as big as any of them; but even after having ascended the St. Lawrence itself to Lake Ontario, and pursued its course across Lake Huron, the Niagara, the St. Clair, and Lake Superior to Thunder Bay, a distance of one thousand five hundred miles, where are we? In the estimation of the person who has made the journey, at the end of all things, [laughter,] but to us who know better, scarcely at the commencement of the great fluvial systems of the Dominion; for from that spot, that is to say from Thunder Bay, we are able to ship our astonished traveller on to the Kaministiquia, a river some hundred miles long. Thence almost in a straight line we launch him on the Lake Shebandowan and Rainy Lake and River—whose proper name bye the bye is "Rene," after the man who discovered it—a magnificent stream three hundred yards broad and a couple of hundred miles long, down whose tranquil bosom he floats into the Lake of the Woods, where he finds himself on a sheet of water which, though diminutive as compared with the inland seas he has left behind him, will probably be found sufficiently extensive to render him fearfully seasick [loud laughter] during his passage across it. For the last eighty miles of his voyage, however, he will be consoled by sailing through a succession of land-locked channels, the beauty of whose scenery, while it resembles, certainly excels the far-famed Thousand Islands of ths St. Lawrence. [Great applause.] From this lacustrian paradise of sylvan beauty we are able at once to transfer our friend to the Winnipeg, a river whose existence in the very heart of the continent is in itself one of Nature's most extraordinary miracles, [applause,] so beautiful and varied are its rocky banks, its tufted islands, so broad, so deep, so fervid is the volume of its waters, the extent of their lake-like expansions, and the tremendous power of their rapids. [Loud cheering.] At last let us suppose we have landed our traveller at the town of Winnipeg, the half-way house in the continent, the capital of the Prairie Province, and I trust the future "umbilicus" of the Dominion. [Long continued applause.]

Having had so much of water, having now reached the home of the buffalo, like the extenuated Falstaff, he naturally "babbles of green fields," [laughter and cheers] and careers in imagination over the primeval grasses of the prairie. Not at all. Escorted by Mr. Mayor and his town council we take him down to your quay and ask him which he will ascend first, the Red River or the Assineboine, the one five hundred miles long, the other four hundred and eighty, which so happily mingle their waters within your city limits. [Cheering.] After having given him a preliminary canter up these respective rivers we take him off to Lake Winnipeg, an inland sea three hundred miles long and upwards of sixty broad, during the navigation of which, for many a weary hour, he will find himself out of sight of land, and probably a good deal more seasick than ever he was on the Atlantic. [Loud laughter.] At the northwest angle of Lake Winnipeg he lights upon the mouth of the Saskatchewan, the gateway and high road to the Northwest, and the starting point to another fifteen hundred miles of navigable water, flowing nearly due east between its alluvial banks, [Great applause.] Having now reached the Rocky Mountains our "ancient mariner," for by this time he will be quite entitled to such an appellation, [laughter] knowing that water cannot run up hill, feels certain his aquatic experiences are concluded. He was never more mistaken. [Laughter.] We immediately launch him upon the Athabaska and Mackenzie rivers, and start him on a longer trip than any he has yet undertaken, the navigation of the Mackenzie river alone exceeding two thousand five hundred miles. If he survives this last experience [laughter] we wind up his peregrinations by a concluding voyage of one thousand four hundred miles down the Frazer, or if he prefers it the Thompson river to Victoria, in Vancouver, whence having previously provided him with a return ticket for that purpose, he will probably prefer getting home via the Canadian Pacific. Now in the enumeration, those who are acquainted with the country are aware that for the sake of brevity I have omitted thousands of miles of other lakes and rivers, which water various regions of the Northwest, the Qu'Appelle river, the Belly river, Lake Manitoba, Lake Winnipegoosis, Shoal lake, etc., etc., along whose interminable banks I might have dragged, and finally exterminated our way worn guest, [laughter] but the sketch I have given is more than sufficient for my purpose, and when it is further remembered that the most of these streams flow for their entire length through alluvial plains of the richest description, where year after year wheat can be raised without manure, or any sensible diminution in its yield, and where the soil everywhere presents the appearance of a highly cultivated suburban kitchen garden in England, enough has been said to display the agricultural riches of the territories I have referred to, and the capabilities they possess of affording happy and prosperous homes to millions of the human race. [Deafening applause.]

But in contemplating the vistas thus opened to our imagination, we must not forget that there ensues a corresponding expansion of our obligations. For instance, unless greatcare is taken we shall find as we move westwards that the exigencies of civilization may clash injuriously with the prejudices and traditional habits of our Indian fellow-subjects. [Hear, hear.] As long as Canada was in the woods,

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was comparatively easy, the progress of settlement was slow enough to give ample time and opportunity for arriving at an amicable and mutually convenient arrangement with each tribe with whom we successively came into contact, but once out upon the plains colonization will advance with far more rapid and ungovernable strides, and it cannot fail eventually to interfere with the by no means inexhaustible supply of buffalo upon which so many of the Indian tribes are now dependent. Against this contingency it will be our most urgent and imperative duty to take timely precautions by enabling the red man not by any undue pressure, or hasty or ill-considered interferences, but by precept, example, and suasion, by gifts of cattle, and other encouragements, to exchange the precarious life of a hunter for that of a pastoral and eventually that of an agricultural people. [Hear, hear and applause.] Happily in no part of her Majesty's dominions are the relations existing between the white settler and the original natives and masters of the land so well understood or so generously and humanely interpreted as in Canada, and as a consequence instead of being a cause of an anxiety and disturbance, the Indian tribes of the Dominion are regarded as a valuable adjunct to our strength and industry. Wherever I have gone in the Province—and since I have been here, I have travelled nearly a thousand miles within your borders—I have found the Indians upon their several reserves, pretermitting a few pretty grievances of a local character they thought themselves justified in preferring, contented and satisfied, upon the most friendly terms with their white neighbors, and implicitly confiding in the good faith and paternal solicitude of the Government. [Applause.]

In some districts I have learnt with pleasure that the Sioux, who some years since entered our territory under such sinister circumstances—I do not of course refer to the recent visit of Sitting Bull and his people—[laughter] are not only perfectly peaceable and well behaved but have turned into useful and hardworking laborers and harvestmen, [hear, hear] while in the more distant settlements, the less domesticated bands of natives, whether as hunters, voyageurs, guides, purveyors of our furs and game, prove an appreciably advantageous element in the economical structure of the colony. [Applause.] There is no doubt that a great deal of the good feeling thus subsisting among the red men and ourselves is due to the influence and interposition of that invaluable class of men the half-breed settlers and pioneers of Manitoba [tremendous applause] who, combining as they do the hardihood, the endurance and love of enterprise generated by the strain of Indian blood within their veins, with the civilization, the instruction, and the intellectual power derived from their fathers have preached the gospel of peace and good will, and mutual respect, with equally beneficent results, to the Indian chieftain in his lodge, and the British settler in his shanty. [Renewed applause.] They have been the embassadors between the East and the West, the interpreters of civilization, and its exigencies, to the dwellers on the prairie, as well as to exponents to the white man of the consideration justly due to the susceptibilities, the sensitive self-respect, the prejudices, the innate craving for justice of the Indian race. [Continued applause.] In fact, they have done for the colony what otherwise would have been left unaccomplished, and have introduced between the white population and the red man a traditional feeling of amity and friendships, which, but for them, it might have been impossible to establish. [Cheers.]

Nor can I pass by the humane, kindly, and considerate attention, which has ever distinguished the Hudson Bay Company in its dealings with the native population. [Applause.] But though giving credit to these fortunate influences amongst the causes which are conducing to produce and preserve this happy result, the place of honor

must be adjudged to that honorable and generous policy which has been pursued by successive Governments of Canada towards the Indian, which at this moment is being superintended and carried out with so much tact, discretion and ability by your present Lieutenant-Governor, [cheers] under which the extinction of the Indian title upon liberal terms has invariably been recognized as a necessary preliminary to the occupation of a single square yard of native territory. But our friends and neighbors are by no means the only alien communities in Manitoba which demand the solicitude of the Government and excite our sympathy and curiosity. In close proximity to Winnipeg, two other communities, the

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starting from opposite ends of Europe, without either concert or communication, have sought fresh homes within our territory, the one of Russian extraction, though German race, moved by a desire to escape from the obligations of law which was repulsive to their conscience, the other bred amid the snows and ashes of an Arctic volcano, by the hopes of bettering their material condition. Although I have witnessed many sights to cause me pleasure during my various progresses through the Dominion, seldom have I beheld any spectacle more pregnant with prophecy, more fraught with promise of an astonishing future than the Mennonite settlement. [Great applause.] When I visited these interesting people they had only been two years in the Province, and yet in a long ride I took across the prairie, which but yesterday was absolutely bare, desolate and untenanted, the home of the wolf, the badger and the eagle, I passed village after village, homestead after homestead, furnished with all the conveniences and incidents of European comfort, and a scientific agriculture, while on either side the broad cornfields already ripe for harvest, and pastures populous with herds of cattle, stretched away to the horizon. [Great cheering.]

Even on this continent, the peculiar theatre of rapid change and progress, there has nowhere, I imagine, taken place so marvelous a transformation, [renewed cheers] and yet when in your name and in the name of the Queen of England I bade these people welcome to their new homes, it was not the improvement in their material fortunes that pre-occupied my thoughts. Glad as I was of having the power of apploting them so ample a portion of our teeming soil, which seems to blossom at a touch, [continued applause] and which they were cultivating to such manifest advantage, I felt infinitely prouder in being able to throw over them the ægis of the British constitution [loud cheering], and in bidding them freely share with us our unrivaled political institutions, our untrammeled personal liberty. [Renewed cheers. We ourselves are so accustomed to breathe the atmosphere of freedom that it scarcely occurs to us to consider or appreciate our advantages in this respect. It is only when we are reminded by such incidents as that to which I refer, of the small extent of the world's surface over which the principles of parliamentary government can be said to work smoothly and harmoniously, that we are led to consider the exceptional happiness of our position. [Hear, hear.] Nor was my visit to the Icelandic community less satisfactory than that to our Mennonite fellow-subjects. From accidental circumstances I have been long led to take an interest in the history and literature of the Scandinavian race, and the kindness I once experienced at the hands of the Icelandic people in their own island induced me to take a deep interest in the welfare of this new immigration. [Applause.] When we take into account the secluded position of the Icelandic nation for the last thousand years, the unfavorable conditions of their climatic and geographical situation, it would be unreasonable to expect that a colony from thence should exhibit the same aptitude for agricultural enterprise and settlement as would be possessed by a people fresh from intimate contact with the higher civilization of Europe. In Iceland there are neither trees nor cornfields, nor highways. You cannot therefore expect an Icelander to exhibit an inspired proficiency in felling trees, ploughing land, or making roads, yet unfortunately these are the three acomplishments most necessary to a colonist in Canada. But though starting at a disadvantage in these respects you must not estimate the capacity of your new fellow countrymen. They are endowed with a great deal of intellectual ability, and a quick intelligence. They are well educated. I scarcely entered a hovel at Gimili which did not possess a library. They are well conducted, religious and peaceable. Above all things they are docile and anxious to learn. [Applause] Now, considering the difficulty that prevails in this country in procuring women servants, will the accession of some hundreds of bright, good-humored, though perhaps awkward, yet willing, Icelandic girls, anxious for employment, be found a disadvantage by the resident ladies of the country. [Hear, hear], Should the dispersion of these young ladies lead in course of time to the formation of more temperate and tenderer ties than those of mere neighborhood between the Canadian and the Icelandic colony, I am safe in predicting that it will not prove a matter of regret on the one side or the other. [Laughter and applause.] And, gentlemen, in reference to this point, *I* cannot help remarking with satisfaction to the extent to which a community of interests, the sense of being engaged in a common undertaking, the obvious degree in which the prosperity of any one man is a gain to his neighbors, has amalgamated the various sections of the population of this Province, originally so diverse in race, origin and religion, into a patriotic, closely welded and united whole. [Applause and cheering.] In no part of Canada have I found a better feeling between all classes and sections of the community. [Cheers.] It is in a great measure owing to this wide spread sentiment of brotherhood that on a recent occasion great troubles have been averted, while at the present moment it is finding its crowning and most triumphant expression in the establishment of a university under conditions which have been found impossible of application in any other Province of Canada—I may say in any other country in the world—for nowhere else, either in Europe or on this continent, as far as I am aware, have the bishops and heads of the various religious communities into which the Christian world is so unhappily divided, combined to erect an *alma mater* to which all the denominational colleges of the Province are to be affiliated [great applause,] and whose statutes and degrees are to be regulated and dispensed under the joint auspices of a government body, in which all the land will be represented. An acheivement of this kind speaks volumes in favor of wisdom, liberality, and the Christain charity of these devoted men by whom in this distant land, the consciences of the population are led and enlightened; long may they be spared to reap the effects of their exertions and magnanimous sacrifices in the good conduct and grateful devotion of their respective flocks. [Loud applause.]

Nor, I am happy to think, is this good fellowship upon which I have so much cause to congratulate you, confined either within the limits of the Province or those of the Dominion. Nothing struck me more on my way through St. Paul, in

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than the sympathetic manner in which the inhabitants of that flourishing city alluded to the progress and prospects of Canada and the northwest [great applause] and on arriving here I was equally struck by finding even a more exuberant counterpart of those friendly sentiments. [Renewed applause.] The reason is not far to seek. Quite independently of the genial intercourse promoted by neighborhood, and the intergrowth of commercial relations, a bond of sympathy between the two populations is created by the consciousness that they are both engaged in an enterprise of world-wide importance, that they are both organized corps in the ranks of humanity, and the wings of a great army, marching in line on a level front, that they are both engaged in advancing the standard of civilization westwards [applause], that for many a year to come they will be associated in the task of converting the breadths of prairie that stretch between them and the setting sun into one vast paradise of internat'onal peace, of domestic happiness, and material plenty. Between two communities thus occupied it is impossible but that amity and loving kindness should be begotten. [Applause.]

But perhaps it will be asked how can I, who am the natural and official guardian of Canada's virtue, mark with satisfaction such dangerously sentimental proclivities towards her seductive neighbor! I will reply by appealing to those experienced matrons and chaperones I see around me. They will tell you that when a young lady expresses her frank admiration for a man, when she welcomes his approach with unconstrained pleasure, crosses the room to sit down beside him, presses him to join her picnic, praises him to her friends, there is not the slightest fear of her affections having been surreptitiously entrapped by the gay deceiver. [Great laughter.] On the contrary, it is when she can scarcely be brought to mention his name—[renewed laughter]—when she avoids his society, when she alludes to him with malice and disparagement, that real danger is to be apprehended. [Uproarious laughter and applause] No, no! Canada both loves and admires the United States, but it is with the friendly, frank affection which a heart-whole maiden feels for some big, boisterous, young cousin, fresh from school, and elate with animal spirits and good nature.

[Laughter.] She knows he is stronger and more muscular than herself, has lots of pocket money, can smoke cigars and loaf around in public places in an ostentatious manner forbidden to the decorum of her own situation. [Great laughter.] She admires him for his bigness and strength, and prosperity, she likes to hear of his punching the heads of other boys [renewed laughter]. she anticipates and will be proud of his future success in life, she loves him for his affectionate and loyal friendship for herself, and perhaps a little laughs at him for the patronizing air with which he expresses it. [roars of laughter].

But of no nearer connection does she dream, nor does his bulky image for a moment disturb her virginal meditations. In a world apart, secluded from all extraneous influences, nestling at the feet of her majestic mother, Canada, dreams her dream, and forbodes her destiny—a dream of ever-blooming harvests, multiplying towns and villages, and expanding pastures; of constitutional self-government, and a confederated empire; of page after page of honorable history, added as her contribution to the annals of the mother country, and to the glories of the British race [tremendous applause,] of a perpetuation for all time upon this continent of that temperate and well-balanced system of monarchical government, which combines in one mighty whole as the eternal possession of all Englishmen, the brilliant history and traditions of the past, with the freest and most untrammelled liberty of action in the future. [Long continued applause and cheers.] Ladies and gentlemen, I have now done. I have to thank you for the patience with which you have listened to me, and once again for the many kindnesses you have done Lady Dufferin and myself during our stay amongst you. Most heartily do I congratulate you upon all that you are doing, and upon the glorious prospect of prosperity which is opening out on every side of you. [Applause.] Though elsewhere in the Dominion stagnation of trade and commerce has checked for a year or two the general advance of Canada, here at least you have escaped the effects of such sinister incidents, for your welfare being based upon the most solid of all foundations, the cultivation of the soil, you are in a position to pursue the even tenor of your way untroubled by those alterations of fortune which disturb the world of trade and manufacture. You have been blessed with an abundant harvest and soon I trust will a railway come to carry to those who need it the surplus of your produce, now, as my own eyes have witnessed—imprisoned in your storehouses for want of the means of transport. May the expanding finances of the country soon place the Government in a position to gratify your just and natural expectations. [Loud cheers and applause.]

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